

THE SAILORS' MAGAZINE.

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No. 6.

Submarine Telegraph Cables.

Continued from January No.

SECOND PART.

The next experiments were made with a view to determine the effect of the temperature on the absorption of water by these insulators. Recourse was had to a small cylinder, which was surrounded by a water bath maintained at a uniform temperature of 100° Fahr. by a gas jet, the pressure being applied to the plunger by a lever attached to a firm cast iron base.

The different substances were tried separately, as in the first series, and the weighings were repeated at inter-

vals. During the night it was necessary to remove the gas jet, as the uniformity of temperature could not be depended upon; hence, for half the period of immersion the specimens were at a temperature of 50° only, and for the remainder at a temperature or 100°. The loss of weight, after the removal of the cylinder, in consequence of the evaporation of the water absorbed, was, in these experiments, noted, and it was found that the specimens decreased in weight below their original weight when dry.

In the whole of these experiments, the pressure was 20,000 lbs. per square inch; area of specimens, 8 inches; and thickness about one-eighth of an inch

TABLE IV.

Fourth Series of Experiments on Absorption, at ordinary temperatures.

REDUCTION OF RESULTS TO TEN INCHES AREA.

No. of Experiments.	INSULATORS.	Pressure in lbs. per square inch.	Duration of exposure in hours.	Temperature Fahr. (mean.)	Area of specimens in square inches.	Water absorbed in grains.	Loss of weight in drying.
3.	Gutta-percha.....	20,000	100	75°	10	0.27	3.61
4.	India-rubber.....	20,000	100	75	10	0.45	0.87
5.	Wray's Compound.....	20,000	100	75	10	0.58	0.91
6.	Chatterton's Compound.....	20,000	100	75	10	0.20	0.60
7.	Vulcanized-rubber.....	20,000	100	75	10	0.80	0.27

Comparing the numbers in this table with those in the first series, which were made under precisely similar conditions in all respects, except temperature, which then did not exceed an average of 40° or 45° Fahr., it becomes evident that temperature has a considerable effect on the

amount of water absorbed. Thus, gutta-percha at 45° absorbs 0.044 grains; at 75°, 0.27 grains, or six times as much. In like manner, india-rubber absorbs 0.177 grains at a lower temperature, and 0.45 at a higher, or two and a half times as much. Wray's Compound, 0.072, at

the lower temperature, and 0.58 at the higher, or seven times as much.

Reasoning from the foregoing experiments, a question arises as to the ratio or quantity of water absorbed in different times, and the condition of the specimens after a much more lengthened immersion. The present experiments, although showing the relative permeability of different insulators, do not afford data to determine the ultimate condition of the material intended to surround and insulate the conducting wires of the electric cable. To ascertain these facts, a much more enlarged series of experiments is required, extending over a much greater length of time. If, for example, gutta-percha absorbs .015 grains of water in 100 hours, under a pressure of 20,000 pounds on the square inch, we want to determine the corresponding quantity absorbed in 1000 hours; and further, at what period will the continuous absorption cease? These are questions of vital importance as regards the porosity of the specimens; and, when ascertained, we should still require to know to to what extent the insulation of the electric current would be impaired in the cable saturated with moisture.

Should our best insulators, such as Chatterton's Compound or gutta-percha, as given in the experiments, arrive at a point at which they will absorb no more water under a given pressure, it then becomes necessary that we should ascertain whether the water imbibed is sufficient to carry off the whole or a part of the voltaic current, and whether the passage of the current through the insulator would accelerate in turn, the oxidation and consequent destruction of the conductor. To solve these questions, we require, in my opinion, a long series of carefully-conducted experiments, which would tend to give a reliability to these important undertakings, which at present they have not attained.

The earlier experiments on the insulating power of various cores when placed under pressure were made with voltaic electricity; but, owing to the shortness of the specimens, it was found impossible to destroy their in-

sulation by the absorption of water so as to permit a current from a small battery to pass through the coverings.

Failing in this, recourse was had to frictional electricity, which from its high intensity passed with greater or less facility through the insulating coverings of the wire. Still the difficulty of deciding upon the period at which, after remaining under pressure, the insulation began to grow less perfect, remained to a large extent unremoved. This difficulty was very much increased by the necessarily short period in which the experiments had to be completed. It was impossible in many cases to leave the cores long enough under pressure to ascertain clearly the entrance of water; and only in one or two instances was any defect in the cable detected, beyond question, by the gradual loss of insulating power in the specimen under trial. To inadequacy of time were added manipulative difficulties; such as the making of a packed joint which should hold tight against so enormous a pressure as 10,000 lbs. per square inch, and also the variable hygrometric condition of the atmosphere.

The earlier and preliminary experiments were made with a simple double pith ball electrometer suspended from one of the exposed ends of the cable. This method, however, did not allow of sufficient accuracy in the measurement and regulation of the charge and the rate of loss to afford satisfactory results.

The following method was then adopted: The core was placed in a steel cylinder, with the ends projecting. This cylinder was bored out to seven-eighths of an inch diameter, and at either end a pair of strong brass glands, were fitted, so as to compress round the core the vulcanized india-rubber packing, by the aid of the bolts and nuts. The compression thus applied indented the core to a greater or less degree at each of the points where the india-rubber packings were applied, and this indentation was greater or less according to the pliability of the insulator. Communicating with the large cylinder, is a small cylinder fitted with a solid plunger. The pressure was applied, through the medi-

um of the plunger, by a lever, after the cylinders had been filled with water. Up to about 10,000 pounds pressure per square inch, or a pressure equivalent to the weight of a column of water 4.36 miles high, the cylinder would stand without leakage; but beyond this pressure the water forced its way amongst the packings, and, either with or without external leakage, prevented the attainment of any higher pressure from the fall of the plunger on its bearings.

One end of the core was hermetically sealed, in all but the earliest experiments. The other end was covered with a rounded brass cap, and surrounded by a close box containing dishes of concentrated sulphuric acid, an electrometer, and a hygrometer. By means of the acid the atmosphere round the cable was kept in a tolerably uniform condition of dryness in a room otherwise damp, and the apparatus and surface of the cable maintained under similar conditions

throughout the whole of the experiments.

The electrometer employed is known as Peltier's electrometer. In this instrument the electricity being simultaneously communicated to a fixed bar and a metallic index, the latter is repelled. A directive force is given to the index by means of a small magnetic needle, in order to retain it at zero when no electric force acts upon it.

The charge was given from an electrophorus, and was ordinarily of such intensity as to deflect the needle through an arc of 70°. The fall of the needle, from loss of charge, was then watched at intervals as nearly uniform as was convenient, until the needle had sunk to 20°.

Although interesting, it would be unnecessary to give the experiments on insulation in detail, and therefore, as in the former experiments on permeability, a summary of results will suffice.

SUMMARY OF RESULTS.

Showing approximately the time required in each for a Loss of Charge equivalent to a Fall of the Electrometer Needle of 50°.

Number of Experiment.	DESCRIPTION OF CORE.	Pressure in lbs. per Square inch.	Equivalent column of water in miles.	Duration of exposure in hours.	Time required for loss of 50°.
I.					
1. 2.	} Gibraltar Core cured by Mackintosh,.....	10,000	4,363	282	136'. 20''
3.		10,000	4,363	328	106'. 0''
4. 5.		10,000	4,363	405	32'. 30''
II.					
1 2. 3.	} Core impregnated with insulating liquid	0	0	0	6'. 20''
4.		10,000	4,363	24	11'. 40''
5. 6.		10,000	4,363	48	27'. 35''
7.		10,000	4,363	56	13'. 0''
8. 9.		10,000	4,363	77	62'. 0''
10.		10,000	4,363	120	97'. 0''
11. 12. 13.		10,000	4,363	170	105'. 0''
III.					
1. 2.	Wray's Core.....	0	0	0	1.300'. 0''
IV.					
2.	Wray's Core.....	0	0	0	411'. 0''
V.					
2.	} Core impregnated with insulating liquid.....	10,000	4,363	4	68'. 50''
3. 4.		10,000	4,363	10½	44'. 15''

VI.							
1.	3.	}	Core of 20 alternate coats of Gutta-percha and Chatter- ton's Compound	0	0	0	95/ 30//
2.				10,000	4,363	121	42/ 45//
5.				10,000	4,363	150	118/ 0//
6.				10,000	4,363	170	100/ 50//
VII.							
1.	2.	}	Core of pure India-rubber.....	0	0	0	443/ 0//
2.				10,000	4,363	80	18/ 0//
VIII.							
1.	2.	}	Gutta-percha Core.....	0	0	0	4/ 30//
3.				10,000	4,363	264	8/ 0//
4.				10,000	4,363	480	4/ 5//
7.				10,000	4,363	576	3/ 37//
IX.							
1.	2.	}	India-rubber Core.....	0	0	0	26/ 0//
2.				3,977	1.72	390	0/ 0//
X.							
1.	2.	}	Silver's India-rubber Core.....	0	0	0	380/ 0//
2.				0	0	0	387/ 0//
3.				0	0	0	382/ 0//

On a careful inspection of the above summary, it will be seen that a great difference exists in the retentive powers of the different insulators under severe pressure. These anomalies almost defy attempts at comparison. If we take No. 1, the Gibraltar Core cured by Mackintosh, we have, after an immersion of 282 hours, at the enormous pressure of 10,000 pounds per square inch, a power of retention of 136 minutes; at 325 hours immersion it is reduced to 100 minutes; and at 405 hours it is still further reduced to 32 minutes, showing that the insulation is very considerably affected where a sufficiently long period of time is allowed for the permeation of the cable. In the next series of experiments, on a core impregnated with an insulating liquid, we have totally different results, as there is steady and progressive gain in the insulating powers of the core. At 24 hours of immersion we have 11 minutes 4 seconds; at 48 hours, 27 minutes 25 seconds; and so on till, at 170 hours, the charge is retained for a period of 105 minutes. Wray's was too small to be fixed in the cylinder; but it retained a charge under atmospheric pressure for 1,300 minutes, and hence manifested a superiority to all the other cables tried. In another trial with a larger cable, this insulator also gave very satisfactory results. In

No. 5 core, of 20 alternate coats of gutta percha and Chatterton's compound, there are the variable results of an increase in the first five experiments from 43 minutes in 121 hours to 118 minutes in 150 hours; whilst in the sixth experiment the retention after 170 hours immersion falls again to 100 minutes; These discrepancies are difficult to account for, and a more lengthened series of experiments is required for the attainment of accurate results. No. 6, a core of pure india-rubber, indicated very good insulation before the pressure was applied; but after 80 hours immersion the insulation was almost entirely destroyed. The very important question of insulation in deeply submerged cables is very far from having received, as yet, a complete solution. The foregoing experiments are satisfactory in so far as they show approximately the relative porosity of various materials; but they do not point out how we are to obtain an insulator impermeable to water, and at the same time a good non-conductor. This desideratum has yet to be attained.

We might have extended our illustrations on the permeability, effects of temperature, and other conditions connected with the insulators now in use, but having already enlarged the article considerably beyond the usual lim-

its, we must conclude with observing, that in the second attempt to ensure success, as regards both the manufacture and laying of the cable, a second series of elaborate experiments had been instituted under the direction of a scientific committee appointed for that purpose. The results of the experiments are satisfactory and interesting, but we must reserve them for a future notice, at a time when the manufacture is further advanced, and when we may confidently hope that the efforts now making on the part of the directors of the Atlantic Cable will be crowned with success.

In the meantime, let us present our readers with particulars of the two cables, showing that which failed in 1858 and that which is intended for submersion in 1865. From these will be seen the difference of weight and strength, and judging from the precautions that are now taken to have the cable retained in water tanks and carefully tested before immersion, we may reasonably infer that on or before this time next year a successful and satisfactory telegraphic communication will be permanently established between this country and the American continent.

In the Cable of 1858.

The *conductor* was a copper strand consisting of 7 wires (6 laid round 1,) and weighing 107 lbs. per nautical mile.

Insulator.—Gutta-percha, laid on in three coverings, and weighing 261 lbs. per knot.

External Protection.—18 strands of charcoal iron wire, each strand composed of 7 wires (6 laid round 1) laid spirally round the core, which latter was previously padded with a serving of hemp saturated with a tar mixture. The separate wires were each 22½ gauge: the strand complete was No. 14 gauge.

Weight in Air.—20 cwt. per nautical mile.

Weight in Water.—13.4 cwt. per nautical mile, or equal to 4.85 times its weight in water per knot; that is to say, it would bear its own weight in a little less than 5 miles depth of water.

Breaking Strain.—3 tons 5 cwt.

Deepest Water to be encountered.—2,400 fathoms, or less than 2½ nautical miles in depth.

The *contract strain* was equal to 4.85 times its weight per nautical mile in water.

One knot, being in fathoms = $1.014 \times 4 = \frac{4.0570}{24.00} = 2.05$ times, the strength requisite for the deepest water.

In the Cable of 1864-5.

The *conductor* is a copper strand, consisting of 7 wires (6 laid round 1,) and weighing 300 lbs. per nautical mile, imbedded for solidity in Chatterton's compound. Gauge of single wire, .048 = ordinary 18 gauge. Gauge of strand .144 = ordinary No. 10 gauge.

Insulation.—Gutta-percha, four layers of which are laid on alternately with four thin layers of Chatterton's compound. The weight of the entire insulation, 400 lbs. per nautical mile. Diameter of core, .464. Circumference of core, 1.392.

External Protection.—10 solid wires of the gauge .095 (No. 13 gauge,) drawn from Webster and Horsfall's homogeneous iron, each wire surrounded separately with five strands of Manilla yarn saturated with a preservative compound, and the whole laid spirally around the core, which latter is padded with ordinary hemp saturated with preservative mixture.

Weight in the Air.—35 cwt. 3 qrs. per nautical mile.

Weight in the Water.—14 cwt. per nautical mile, or equal to 11 times its weight in water per knot; that is to say, it will bear its own weight in eleven miles depth of water.

Breaking Strain.—7 tons 15 cwt.

Deepest Water to be Encountered.—2,400 fathoms, or less than 2½ nautical miles in depth.

The *contract strain* is equal to eleven times its weight per nautical mile in water.

One knot, being in fathoms = $1.014 \times 11 = \frac{11.154}{24.00} = 4.64$ times the strength requisite for the deepest water.

The Atlantic Cable.

The entire length of the Atlantic telegraph will be 2300 miles. There are seven copper wires to form the conductor, so that there are 16,000 miles of copper wire. Every portion

of this copper wire is subjected to electrical tests, to ascertain its quality for conduction before it is allowed to be worked up. The next stage is to coat these wires with eight successive coats of the insulating material, equal to an aggregate length of 18,400 miles. This core is next covered with jute, wound round it from ten strands, making 23,000 miles in length, and each wire is covered separately with five strands of tarred hemp, 135,000 miles of the latter being required, making together an aggregate length of material employed of 215,500 miles.

Another Telegraph.

An Ocean telegraph, with a capital of \$1,250,000, has been started in England, on a new plan. This company proposes "to provide and anchor ships near the ordinary track of vessels, such ships to serve as electric telegraph and signal stations in communication with existing systems in Europe and America, and also as safety beacons for navigation." The ships are to be fitted up complete as telegraphic stations, and are to be provided with steam-power. Steam-tenders, capable of acting as tugs, are also to be at hand, with a view to render assistance to disabled and derelict vessels. The first stations selected are off the Scilly Islands and off Cape Race, Newfoundland. The company looks for its revenue to the conveyance of telegrams, salvage, the sale of stores, towage, and the embarking and disembarking of mails, parcels, and passengers.

Dr. Watts on the Rebellion.

Watts, 2d Book, 92 Hymn.

Shout to the Lord, and let our joys
Through the whole nation run;
Ye western skies, resound the noise
Beyond the rising sun.
Thy power the whole creation rules,
And on the starry skies,
Sits smiling at the weak designs,
Thine envious foes devise.
Thy scorn derides their feeble rage,
And with an awful frown,
Flings vast confusion on their plots,
And shakes their Babel down.
Their dark designs were all reveal'd,
Their treason all betray'd;
Praise to the Lord, that broke the snare
Their cursed hands had laid.
In vain the busy sons of hell
Still new rebellions try:
Their souls shall pine with envious rage,
And vex away and die.

Almighty grace defends our land,
From their malicious power!
Then let us, with united songs,
Almighty grace adore.

Congregationalist.

FROM THE CHRISTIAN BANNER.

"Two Cups of Coffee."

"By the way everybody admired Farragut's heroism in climbing to the topmast to direct a battle. But there was another 'particular' of that contest that no less forcibly illustrates his heroic character. 'Admiral,' said one of his officers the night before the battle, 'won't you consent to give Jack a glass of grog in the morning—not enough to make him drunk, but just enough to make him fight cheerfully?' 'Well,' replied the admiral, 'I have been to sea considerably, and have seen a battle or two, but I never found that I wanted rum to enable me to do my duty. I will order two cups of good coffee to each man at two o'clock, and at eight o'clock I will pipe all hands to breakfast in Mobile Bay.' And he did give Jack the coffee; and then he went up to the masthead and did it."
—From Sec. Seward's Speech at Auburn.

"No! I'll give them good coffee; there's no need of rum
To keep a man's courage when fighting hours come?
I have been on the ocean in stormiest nights—
Have seen some hard service, and one or two fights;
But I never yet found that I needed a glass
Of spirits to help me the dangers to pass.
They'll have two cups of coffee at two, and then wait
Till I pipe all to breakfast in harbor at eight!"
The men had their coffee, and each seemed a host
As he manfully stood at his perilous post;
For their leader shrank not from the dangers they passed,
They knew he would stand with them firm to the last;
And many an anxious glance upward was cast
At the heroic admiral lashed to the mast.

How they fed the huge cannons whose resolute roar
Repeated the message, "Be traitors no more!"
But the answer came back in defiance from shore,
Till many a brave sailor's life-voyage was o'er:
And his soul reached its home through the dark tide of gore
That ebbed from his heart to the ship's oaken floor.

But cheer answered cheer, as the fleet made its way
Past "forts" and "obstructions," safe into the bay;
Save the shipwrecked "Tecumseh." Oh the brave men she lost;
Alas! how much anguish these victories cost!
And, while we rejoice at the Nation's relief,
Let us weep for the hearts that are bowed down with grief.

But let us thank God that the victory was won!
Though each fight brings us sorrow, the work must be done:
Thank Him for the hero whose friends stand aghast,
And shrink at the thought of the cannon's loud blast,
And the showers of shot and shell falling fast
Round the gallant old admiral lashed to the mast!
SPARTA, WIS. LINDA MAY.

For the Sailors' Magazine.

Steam Navigation: its Rise, Progress and Prospects.

The correction of your correspondent under the signature of L. P. H. in your December number relative to the statistics under the above heading in your October number, is correct and worthy of a more explanatory notice.

The steamer *Sirius* was beyond contradiction the first vessel that made the passage by steam across the Atlantic, running consecutively for seventeen days against continuous westerly winds, arriving at Sandy Hook on Sunday evening, the 22d April, 1838, about 9 o'clock. Attempting to run in she grounded on the point of the Hook, where she lay for several hours waiting the tide. At daylight Monday morning, 23d April, she anchored off the Battery.

The *Great Western* arrived during the forenoon of 23d April. Steaming up the bay in grand style, she passed around the *Sirius* as she lay at anchor, about noon, each paying the usual salutation by dipping their colors.*

The *Savannah* crossed the Atlantic first, it is true, but she made the passage mostly under sail, nearly the whole passage, only using her steam power in good weather. Therefore, to the *Sirius*, Captain Richard Roberts, is due the credit of having first completed a successful passage across the Atlantic by steam.

In this connection it may be well to say that it should be borne in mind that the *Sirius* was a packet running between Cork and London, not at all designed for Trans-Atlantic Navigation, was about 700 tons, chartered by the British & American Steam Navigation Co., which company had built the steamship *British Queen*, the fitting of which steamer was delayed beyond one whole year in consequence of the failure of Claud, Girdwood & Co., of Glasgow, the contractors for her engines, when they were far advanced towards completion. This involved the necessity of making a new contract with Robert Napier, engineer, of Glasgow, and the whole work was required to be begun de novo.

The *Great Western* was expressly built for this trade, of near 1800 tons

burthen, every way fitted and designed for the voyage, and her success was alike creditable to her owners and the country from which she came.

The enterprise at the early day of 1832--1838, was projected, brought forward and strongly advocated in the form of a prospectus, the first of which was printed and issued the 1st June, 1835, followed up by others of later date. The first public announcement was made on the 30th October, 1835, in the London papers—Times, Herald, Morning Chronicle and Public Ledger—by an American merchant, then and for nearly forty years a resident of London, Junius Smith, L. L. D.

This was done midst an amount of contumely, ridicule and sarcasm which would have disheartened a man of less energy and vigor of mind to grasp the consequences foreshadowed to him in the future. He believed in progress, and more advanced civilization, which was to be secured by bringing the nations together in more familiar intercourse, and breaking down the middle walls of partition, so that the nations of the earth might shake hands and see eye to eye.

The present ocean steam navigation shows who were the visionaries.

H. S.

Report of Rev. Ola Helland, Missionary to Seamen in New York.

Many people think that all that the seamen's missionary has to do, or all that he does, is to go around the docks or into some of the boarding houses and distribute some tracts, and his work is done. If the bundles of tracts, *Sailor's Magazine*, *Seamen's Friend*, and *Life Boat*, with all the religious papers and magazines that we have carried in our arms and distributed on the different vessels in the port of New York during the past year, could be seen in one pile, it would give evidence that some labor had been performed. But, in addition to all that, we have made arrangements and shipped (with the assistance of Mr. Byrne) during the last quarter 42 libraries, a work of no small importance, and which requires much time and travel.

However, our work stops not here. God had something more for us to do.

The way was opened for us last February to preach to the Scandinavian seamen and their families, and the interest has increased, and the number of those attending, until the hall we occupy in Brooklyn is getting too small for us. In addition to the Sabbath afternoon service in the Norwegian language, we have a meeting on Monday evenings, in the same language, and a meeting on Thursday evenings in English. During the past quarter, seventy or more (most of them seamen) have manifested a desire for salvation by rising or coming forward for prayer. Some of them have professed hope in Christ; but most of them we shall see no more until we meet them at the judgment seat of Christ, as most of them go home to their native land and never return to this port. I often wish that I could spend more time with them when they are here. There has been such a manifestation of the power of God felt in these meetings, that an unconverted person could hardly attend without feeling that he was a sinner. Those that have been converted among us, and remain on shore have been very faithful. The members of the Bethel ship who have attended with us have labored very faithfully. The truth is, there never has been such a united effort made for the conversion of our countrymen in New York and Brooklyn as during the past year. The question seems to be with all who love the Lord among us, "What can we do for the salvation of our countrymen?"

We spoke in our last Report of a sailor's wife who was seeking the Lord, and we are glad to report her happy in the pardoning love of God, and also another sailor's wife has found the Lord; and, truly, their very countenances give evidence of the grace of God in their hearts, as well as their prayers and Christian life.

A sailor said to me one Sabbath, "I attended your meeting some weeks ago in this place, and here I felt my lost condition as a sinner. I went to sea a miserable man; but God was merciful to me; he heard my prayers, and now I am happy in his love."

Going on board one of the ferry

boats one Sabbath I beheld two sailors conversing together. One of them attended our meetings last winter, and at that time was seeking the Lord. I asked him how it was with him now. He said: "The Lord has blessed me, but I desire a clearer evidence in my heart." He stated that nearly all on board his vessel were seeking the Lord. One, he said, had found the Saviour, and was very happy. I then addressed the other, and said to him: "Are you a Norwegian?" He replied: "Yes, we are both from the same city." He then put his hand on my shoulder, and said: "I know you, Mr. Helland; my wife was converted in your Hall four weeks ago to-day: I have prayed many times on this boat for her. She used to be very hard against me, and I finally gave up and backslid. But, blessed be God, there is a different state of things in the family now. I have commenced anew to serve the Lord with my wife: she is very happy. We have peace now, and we are both striving to get to Heaven."

At another time, a sailor was coming over from New York to attend our meeting and he brought one of his countrymen with him, who had lately come here: it seems that the man had been under conviction for years, but could find no rest. As they were coming over in the ferryboat the poor man got into such distress that he fell on his knees in the cabin, before all the passengers, and called on God for mercy. The passengers, as might be expected, were surprised, one pointing with the finger, and another saying, "Look there!" But God said to the poor stranger: "Thy sins are all forgiven thee; go in peace." The old sailor related the circumstance at the close of our meeting, and then the stranger arose, and with tears of joy told us how the Lord had blessed him on the ferry boat.

December 17, 1864.

Report of John Byrne, Sailor Missionary in New York.

New York, 23d December, '64.

In giving you my last report for the year I am happy to say the last two months were marked with tokens of a

brighter day dawning on the sons of the Ocean. First, the sailors attend the place of public worship with much apparent pleasure, and I am ready at times to imagine that the Lord is preparing a people for himself.

2d: Another pleasing fact is, seamen are becoming more anxious for books that will enlighten their minds, and make them wise unto salvation. Sabbath after Sabbath it is my pleasing duty, at our "Floating Church," to aid our pastor in furnishing them with such books, and I have seen as many as twenty-five furnished, who leave for sea through the week. We have had many instances of seamen awakened to a sense of their danger as sinners, who went to sea in that condition. One sailor made a profession of faith in Christ, and was baptized in our Floating Church a few Sabbaths ago: next day he sailed for San Francisco.

I feel more than ever that I must not so much look for the fruit I desired to, as labor on in faith; as the sailor, impressed by the truth to-day, is to-morrow on board his ship, and sailing for some far distant port, all I can do is to follow him with my prayers, that the seed sown may be watered from on high, and bring forth fruit to the glory of God.

Notwithstanding the faithful labors of God's servants among the seamen in this port, it is a source of sorrow to see the numbers who are still ignorant of divine things; and the work of instruction and reformation amongst them must be a work of time and much patient labor. Many are the difficulties which oppose the Gospel, and so great, that had they to be overcome by human effort, I should at once despair of seeing the work effected; but the Lord is on our side, and the past loudly speaks to me: "In the morning sow thy seed, and in the evening withhold not thy hand."

I attend regularly the meetings at the Sailors' Home; and surely the Lord is blessing us here. I rejoice with our good brother, the superintendent, who has already informed you of the conversion of precious souls, and the sweet fellowship we have with the dear brethren of the Ocean of different countries and different denominations

of the Christian church. These meetings are full of interest, and we try to praise our God and lay all the glory at Jesus' feet.

I help Mr. Helland all I can with the libraries, and have an opportunity I never had before of speaking with captains and officers of ships.

I attend the meeting at half-past seven P.M. every week in Brooklyn on Thursday night, and always find it a season of interest and refreshing. The unsettled state of the weather has not hindered some from attending, but we believe has kept us from seeing a greater increase in numbers.

I am at the Sailors' Home every morning, and supply the sailors with packages of different sorts of reading matter furnished me by Mr. Helland.

I distribute the "FRIEND," with tracts daily in my visits to the boarding houses and our Colored Sailors' Home. Respectfully submitted,
JOHN BYRNE.

Report of the Colored Sailors' Home.

WM. P. POWELL, No. 2 Dover Street,
near Franklin Square.

Gentlemen:—With the close of the year 1864 ends the *second* year of the operations of the Colored Sailors' Home. The difficulties, hopes and fears of its success from its opening up to the present, and the opposition with which it had to contend, to say nothing of the terrible riot of July, 1863, have all passed into the history of the AMERICAN SEAMAN'S FRIEND SOCIETY, in its Christian efforts to promote the moral and religious elevation of the colored sons of the ocean. Although the Home has not been patronized, so as to make it self-supporting, as well as we could wish, yet the problem, to make the sailor a better man, and the man a better sailor, in so far as our humble labors are concerned, in providing him with all the comforts of a well-regulated home, with all its moral and religious surroundings, is being daily worked out. For example, the *vital* statistics and the *mode* of life of colored seamen boarding at the Home, show only *one* having died in the hospital in *two* years, and he from old age, and not

from dissipation; and only *six* have been sent to the hospital sick out of *all* the boarders since opening; and, also, *not one* imprisonment for *mutiny* or bad conduct. This is all owing to the sanitary regulations, and a due regard to the *moral* health of the boarders. In our visits to the various hospitals, we often find as many as *five* colored seamen from *one* boarding house. Then, again, with few exceptions, the boarders provide themselves with plenty of clothing, and save their money, sending their parents and families, through our agency, more than half of their earnings.

Since our last Report in September, *one hundred* stewards, cooks and seamen have boarded at the Home. Total number since the July riots *four hundred and ninety-eight*. Total amount received for board since September, 1863, \$1,727 00. Total amount due from destitute shipwrecked seamen and delinquent boarders, \$551 52. Total amount of expenses, *current*, since September, 1863, \$2,693 01.

To sum up, taking into consideration all the contingencies incidental to every well-directed effort for good, we have every encouragement.

New York, Dec. 27, 1864.

Bishop McIlvaine's Escape from Drowning.

From the *Western Episcopalian* we copy the following, relating to the homeward voyage of Bishop McIlvaine. This is the first intimation we have had of its perilous character:

The passage was unusually stormy and perilous; and only a signal mercy of God saved our beloved Bishop from being washed into the sea, beyond any possibility of relief. For sixteen days, during which the passage lasted, strong gales were encountered, almost all the time dead ahead. There was scarcely a day when the passengers dared to go on deck. On one occasion, whilst the Bishop and several other passengers were making their way to the saloon, a wave rose above the ship, and cresting at that moment, fell with tremendous force upon the vessel. The windward bulwarks were instantly stove, and the water rushing in, carried the Bishop, and others with

him, down to leeward, half drowned. One poor little cabin-boy, the captain's servant, a gentle and attractive lad, was swept overboard. Nothing could be done to save him, for the ship itself was staggering under the blow. In making a great effort to save himself, the Bishop sprained his ankle, but recovered his footing; in a moment was thrown again; a third time was on the point of being thrown, when two of the stewards, seeing his condition, sprang out of the saloon, and drew him into a place of safety. The volume of water of this wave was so great that it filled even the cabin to the depth of two feet. It is said that the captain estimated its weight at one hundred tons. Every sailor on deck was injured. One poor fellow was thrown down a hatchway, and broke his arm. For a few moments there was imminent danger that the Bishop would be washed overboard, and then there could have been no help. But the Lord delivered him.

Kind Words for the Sailors' Magazine.

Editor SAILORS' MAGAZINE:

Dear Sir:—I enclose ten dollars to be devoted to supplying the sailors with the SAILORS' MAGAZINE. Among all our religious papers and magazines there is not one which contains so much of religious interest and information combined; and, I am sure, this, *next* to the Bible, will do our sailors good.

My heart is with you in your good work, and I wish I had a hundred fold to give to the sailors' cause. Ever praying for its success,

A WARM FRIEND OF THE SAILOR.

St. John's, N. B., Mariners' Friend Association.

For years this port has been without any special provision for the spiritual wants of the many sailors who annually frequent it—from 12,000 to 15,000 in number. When we consider how many there are who in the course of each year come among us, how entirely they are left to the tender mercies of those who have no interest in them but to make profit out of them, we certainly ought not to feel our

consciences free, when we get all our knowledge of them through the police reports. Precluded as these men, are by their being utter strangers, from forming the usual associations that act as safeguards to others who have fixed residences, they are peculiarly thrown on our hands as objects for kind and fostering care.

Influenced by these, or similar thoughts, a number of our citizens have met together and determined to ask the community to unite in contributing such an amount as will maintain, for one year at least, a Missionary, who will devote his whole energies to the spiritual welfare of our seafaring brethren.

Meetings with this object were held at the Institute on Nov. 29th and Dec. 8th, when, after the matter had been earnestly advocated by the gentlemen present, it was determined that an association be formed, bearing the name of the Saint John Mariners' Friend Association.—*St. John's, N. B., Morning News.*

The North Pole.

To a person standing at the north pole the sun appears to sweep horizontally around the sky every twenty-four hours without any perceptible variation during its circuit in its distance from the horizon. On the 21st of June it is 23 deg. 38 min. above the horizon, a little more than one-fourth of the distance to the zenith, the highest point that it ever reaches. From this altitude it slowly descends, its track being represented by a spiral or screw with a very fine thread, and in the course of three months it worms its way down to the horizon, which it reaches on the 23d of September. On this day it slowly sweeps around the sky, with its face half hidden below the icy sea. It still continues to descend, and after it has entirely disappeared, it is still so near the horizon that it carries a bright twilight around the heavens in its daily circuit.

As the sun sinks lower and lower, this twilight gradually grows fainter till it fades away. On the 20th of December the sun is 23 deg. 38 min. below the horizon, and this is the

midnight of the dark winter of the pole. From this date the sun begins to ascend, and after a time his return is heralded by a faint dawn which circles slowly around the horizon, completing its circuit every twenty-four hours. This dawn grows gradually brighter, and on the 20th of March the peaks of ice are gilded with the first level rays of the six months' day. The bringer of this long day continues to wind his spiral way upward, till he reaches his highest place on the 21st of June, and his annual course is completed.—*Scientific Am.*

Probable Revolution in Steam.

Mr. W. H. James, of Canada East, has, after devoting a whole life to scientific improvements, at length succeeded in producing a steam generator and engine of such extraordinary power, in proportion to its weight, the space it occupies, the fuel consumed, and the cost at which it can be manufactured, that not the slightest doubt is entertained by those who have seen the invention in operation, and in whose opinion and judgment confidence can be placed, that when properly and fully understood, appreciated, and brought into use, it will by degrees effect a complete revolution in all kinds of steam machinery, and become applicable to numerous purposes for which the powers of present steam-engines are totally inadequate. We hope shortly to be enabled to give the details of the invention.—*Mining Journal.*

Rising and Falling Islands.

In the neighborhood of the Phillipine Islands, and on other points of the Chinese waters, small islands occasionally rise and make their exit again without attracting much notice.

Of this the *Patrie* relates the following instance:

"A German skipper, Captain Hilmacher, who had passed many years of his life in those parts, and knew every shoal and sand bank within 100 miles of the Chinese coast, suddenly, about twenty years ago, discovered an island which he was perfectly certain did not exist on that spot before. He took his sounding, determined the latitude and

longitude, sailed all round it, and found that it was from 12 to 13 miles in length and breadth. There are several springs of fresh water in it, and it consisted of the richest pasture ground imaginable.

Captain Hilmacher instantly returned to Europe, recruited a number of German emigrants, bought all kinds of seeds, agricultural implements, poultry and cattle, set out again for this new El Dorado, and in a couple of years there might be seen on the desert island, a flourishing village, fields waving with corn, meadows peopled with oxen, goats and sheep, everything, in short, that might constitute a thriving colony.

This happy state of things lasted about five years, when a British merchant vessel unexpectedly made its appearance. The captain and crew expressed their astonishment at finding a European community in such an out of the way place, entered into amicable intercourse with the colonists, and gave them a quantity of brandy in exchange for their produce. This unfortunate circumstance proved the ruin of the colony; drunkenness grew into a habit, insubordination was the consequence, and one fine day, poor Captain Hilmacher, who had hitherto ruled his little kingdom with great wisdom, was obliged to make his escape in a boat to avoid being murdered. He succeeded in reaching a vessel, which took him home again. There he easily obtained the command of a ship, which he took care to provide with arms for the purpose of duly punishing his unruly subjects. On arriving within the latitude where this island once existed, he was astonished to find the place empty—not a vestige of land was to be seen. Had the catastrophe occurred so suddenly as to preclude all possibility of escape?"—*Galigani's Mess.*

A Submarine Vessel.

A correspondent who has been down in the submarine vessel recently invented and manufactured in this city by S. S. Merriam, and just tested by himself and the government near New York, sends us the following account of his experiences:—"Entering the

singular vessel from the top, the door was closed and the order, 'Men, to your places' given to the little crew, who promptly obeyed. When everything was ready, Mr. Merriam turned some valves and the compressed air came hissing in, producing an unpleasant sensation upon the drum of the ear, of which one was at once relieved by inspiring and swallowing. The vessel seemed perfectly under control, for we stopped when half way down to the bottom, and raised the door on the bottom of the boat, but the air inside of course prevented any water from coming in, even enough to wet the soles of our feet. One of the crew from your city improved this opportunity to dive out and come up on the surface of the water, much to the astonishment of the spectators on the bank. He afterwards returned and entered the vessel from the bottom, when the door was closed, another and heavier rush of compressed air came in, and we were on the bed of the river, twenty odd feet under water, this distance requiring an additional pressure to resist the water with the door open. We could stand on the bottom of the river and not wet our feet, and at that distance under water could easily see to read by the light that came in at the glass windows. Bells ringing outside were also heard distinctly. To return to the rest of the world only a few strokes of the pumps were necessary; the air rushed out of the bottom and the boat was quickly on the surface of the water. We moved with a propeller easily under as well as upon the water, and in all respects the vessel worked so completely that its success is undoubted.—*Springfield Republican.*

Fishing by Electric Light.

A first attempt was made to fish by electric light a short time since at Dunkirk. The light was supplied by a pile on Bunsen's principle, composed of about 50 elements, and it succeeded tolerably well, but the employment of the pile was attended with much inconvenience. It was then determined to repeat the attempt with a magneto-electric machine. The new experiments tried at Dunkirk and Ostend

had a double object—1. To prove how the light produced by the machine would act under water; and 2. To discover the effect the light would produce on the fish: The first object was completely accomplished, and it is now demonstrated that magneto-electric machines and the light they produce are applicable to all submarine works. In fact, this light was constant at 180 feet under water, and it extended over a large surface. The machine, nevertheless, was placed at a distance of more than 300 feet from the regulator of the electric light. The glass sides of the lantern remained perfectly transparent, and the quantity of coal consumed was less than if it were in the open air.

A Continent Covered with Ice.

Prof. Agassiz comes to the conclusion that the continent of North America was once covered with ice a mile in thickness, thereby agreeing with Prof. Hitchcock and other eminent geological writers concerning the glacial period. In proof of this conclusion, he says that the slopes of the Alleghany range of mountains are glacier-worn to the very top, except a few points which were above the level of the icy mass. Mount Washington, for instance, is over six thousand feet high, and the rough, unpolished surface of its summit, covered with loose fragments, just below the level of which glacier marks come to an end, tells that it lifted its head alone above the desolate waste of ice and snow.

In this region, then, the thickness of the ice cannot have been much less than six thousand feet, and this is in keeping with the same kind of evidence in other parts of the country, for when the mountains are much below six thousand feet, the ice seems to have passed directly over them, while the few peaks rising to that height are left untouched. The glacier, he argues, was God's great plow, and when the ice vanished from the face of the land, it left it prepared for the hand of the husbandman.

The hard surface of the rocks was ground to powder, the elements of the soil were mingled in fair proportions, granite was carried into the lime re-

gions, lime was mingled with the more arid and unproductive granite districts and a soil was prepared fit for the agricultural uses of man. There are evidences all over the polar regions to show that at one period the heat of the tropics extended all over the globe. The ice period is supposed to be long subsequent to this, and next to the last before the advance of man.

The Mackerel Fishery.

Mr. Carter, in his *Summer Cruise on the New England Coast*, gives the following facts concerning the mackerel fishery:

When a mackerel vessel reached a place where the fish are supposed to be plentiful, the master furls all his sails except the mainsail, brings his vessel's bow to the wind, ranges his crew at intervals along one of her sides, and, without a mackerel in sight, attempts to raise a school by throwing over bait. The baiter stands amidships, with a bait-box outside the rail, and with a tin cup nailed to a long handle he scatters the bait on the water. If the mackerel appear, the men throw out short lines, to the hooks of which a glittering pewter jig is affixed. The fish, if they bite at all, generally bite rapidly, and are hauled in as fast as the most active man can throw out and draw in a line. As they pull them on board, the fisherman, with a jerk, throws the fish into a barrel standing beside him. So ravenously do they bite, that sometimes a barrelful is caught in fifteen minutes by a single man. Some active young men will haul in and jerk off a fish and throw out the line for another with a single motion, and repeat the act in so rapid succession that their arms seem continually on the swing. "To be high line," that is, to catch the greatest number of fish, says Sabine, "is an object of earnest desire among the ambitious; and the muscular ease, the precision and adroitness of movement which such men exhibit in the strife are admirable. While the school remains alongside and will take the hook, the excitement of the men, and the rushing noise of the fish in their beautiful and manifold evolutions in the water, arrest the attention of the most careless observer.

Sometimes, after thousands have been caught by the ten or twelve men of the crew, the mackerel suddenly disappear. The lines are then thrown aside, and all hands go to work to dress the fish, the captain or mate first counting them, and noting down in the fish-book what each man has caught. The mackerel are split and cleaned, and soaked a while in barrels of salt water. They are then washed and handed to the salter, who puts a handful of salt in the bottom of the barrel, takes a fish in his right hand, rolls it in salt, and places it, skin downward, in the barrel till he comes to the top layer, which is placed skin up and well covered with salt. When the vessel returns to port the fish are sent on shore to be sorted into three or four qualities, weighed, repacked, resalted, and repickled.

The mackerel fishery, as pursued by the New Englanders, is a toilsome and perilous calling, and success in it can only be achieved by great energy and activity. It is carried on chiefly in schooners averaging fifty tons, which follow their prey to the Gulf of St. Lawrence, and even to the bleak and stormy coast of Labrador.

Rail-Road Accidents.

Number of Accidents and the Killed and Wounded in 1864 and the Ten Preceding Years.

The following table exhibits the number of accidents, with the number of persons killed and injured, during the last eleven years:—

Years.	Accidents.	Killed.	Wounded.
1854.....	193	186	589
1855.....	142	110	539
1856.....	143	105	629
1857.....	126	130	536
1858.....	82	110	417
1859.....	79	129	411
1860.....	74	57	315
1861.....	63	101	459
1862.....	99	264	877
1863.....	89	264	671
1864.....	140	404	1846
Total..	1230	1860	7289

Losses by Fire in the year 1864.

The following table gives the losses by fire in the United States from the year 1854 to 1863 inclusive:—

Year.	Losses.	Year.	Losses
1854	\$20,578,000	1859	\$16,058,000
1855	13,040,000	1860	15,597,000
1856	21,159,000	1861	18,020,000
1857	15,792,000	1862	17,640,000
1858	11,561,000	1863	14,060,000

Total..... \$163,505,000

Steam-Boat Accidents.

Number of Accidents and the Killed and Wounded in 1864 and the Ten Preceding years.

The following table shows the number of accidents and the killed and wounded during the last eleven years:

Years.	Accidents.	Killed.	Wounded.
1854.....	48	587	225
1855.....	27	176	107
1856.....	29	358	127
1857.....	30	322	82
1858.....	27	300	107
1859.....	21	342	146
1860.....	29	597	134
1861.....	19	69	88
1862.....	16	220	70
1863.....	20	255	85
1864.....	26	358	143
Total....	292	3584	1314

Commerce of New York.

Arrivals at the Port of New York During 1864.

Mr. Andrew R. Trotter, the very efficient boarding officer of the United States revenue barge office, Whitehall, has kindly furnished us with the following totals of arrivals at this port from foreign ports, during the past year, showing a decrease as compared with 1863 of two hundred and seventy-three sails. We do not give the nationalities of the vessels arriving during 1864, for the reason that a large number of Americans are temporarily sailing under foreign flags:—

Vessels.	1863	1864
Steamships.....	364	402
Ships.....	774	588
Barks.....	1238	1143
Brigs.....	1695	1578
Schooners.....	1011	1098

Total..... 5082 4809

The number of passengers arriving during 1864 was 198,342.—*N. Y. Herald.*

Position of the Planets for February.

MERCURY rises throughout this month at about 6 hours, A. M., setting at the beginning at 2½, P. M., and at the end two hours later. It is a little south of the moon at 7 hours, P. M. of the 24th.

VENUS is well situated for observation this month, but the lowness of its altitude prevents its being so plainly seen in northern latitudes. It rises at the beginning at 9 hours, A. M., setting at 9 P. M., and at the end about 8 A. M., setting at 10 P. M.

JUPITER is about three degrees south of the moon at 7 hours, P. M., of the 20th. On the 1st it rises at 4½ hours A. M., and on the 28th at 3 hours A. M., setting at those times respectively at 0½, P. M., and 11 A. M. It will be seen in the south-east in the early morning.

MARS is a little to the north of the moon at 3 hours 14 minutes, P. M. of the 4th. It is almost stationary in the constellation of Taurus throughout this month, and its ruddy color and brilliancy can be readily compared with that of the star Aldebaran, whose position is about eight degrees south.

SATURN rises about midnight of the beginning, and two hours earlier at the end; setting at those times at 10 hours and 8 hours respectively. It will be noticed in the south-east during the evenings at the end of the month.

B. B.

N. Y. Nautical School, 92 Madison St.

Disasters Reported in December.

The heavy weather in the past month had its consequent effect upon the shipping, driving a great many vessels ashore, and otherwise disabling them, a large portion of the disasters resulting in total loss of vessel and cargo. The whole number of domestic sea-going craft reported as lost, during the month, was 46, namely, 2 steamers, 3 ships, 3 barks, 4 brigs, and 34 schooners. Of these 29 were wrecked, 3 burnt, 2 abandoned, 7 foundered, 2 scuttled (by the rebels), 1 capsized, 1 exploded, and 1 is missing.

The following are their names, where bound, &c., including a few foreigners, bound to or from an American port:

[Those indicated by the letter *w.* were wrecked; *b.* burnt; *a.* abandoned; *f.* foundered; *sc.* scuttled; *e.* exploded; *m.* missing.

STEAMERS.

North America, *f* from New Orleans for New York.

Gen. Ward, *e*, (At Shanghai.

SHIPS.

Fanny Merriman (Br.) *w*, from San Francisco, for Sydney, N. S. W.

John Cottle, *b*, from Callao, for England.
Arcole, *sc*, from New Orleans, for New York.
Steven Crowell, *m*, from New York for Panama.
New York, *f*, (Ham.) from Sunderland for N. York

BARKS.

Hardford, *w*, from Humbolt, for San Francisco.
Spartan, *w*, from Boston for Gonaives.
Faugh-a-Ballagh, *w*, (Br.) from Boston, for Cow Bay.
Burnside, (Br.) *a*, from New York for Greenock.
Annie C. Norton, *f*, from Philadelphia for Port Royal.

BRIGS.

Alruccabah, *b*, from Gardiner, Me. for Fortress Monroe.
Arabella, *w*, from New York for Aspinwal.
T. D. Wagner, *sc*, from Fortress Monroe for New York.
Wappoo, *c*, from Portland for Sagua.
Geo. Laidlaw, (Br.) *a*, from Cardenas for New York.

SCHOONERS

Batavia, *a*, from Pictou for Wareham.
Lion, *w*, from Rockland for New Bedford.
Alcioppe, *w*, from Bangor for Dorchester.
John O. Ireland, *f*, from Elizabethport for New Bedford.
Laura Clinch, (Br.) *w*, from St Andrews for New York.
John L. Day, *w*, from Philadelphia for Dighton.
Malden, *f*, from Boston for Cherryfield.
New York, *w* from Ellsworth, Me. for New York.
Jonas Sparks, *f*, ——— for New York.
Orion, *w*, from New York for Philadelphia.
R. B. Hewlett, *w*, (at Charleston Bar.
Sun, *w*, from New London for Chesapeake Bay.
Mary E Pierce, *b*, from Bangor for New York.
Angelia, *w*, from Bangor for Boston.
Eliza Helen, *w*, from Calais for Boston.
J. H. Soammell, (Br.) *w*, from St. John, N. B. for Boston.
Caroline, *w*, from Rockland for Norwich.
Frederick Eugene, *w*, from Rockland for Providence.
Anvil, *w*, (Fishing vessel, of Eastport).
Emblem, *w*, from Bristol for Wood's Hole.
E. P. Horton, *w*, from Bangor for Boston.
Alliance, *w*, from Halifax for Boston.
Pearl (Br.) *w*, from Halifax for Boston.
Bella Bates, *w*, (At Marblehead).
Tremont, *w*, (At Marblehead).
Jas. Barber, *w*, from Ellsworth for New York.
Oricle, *w*, from ——— for ———
Ocean Belle, *w*, from Newburg for Portsmouth, N. H.

Brenda, *w*, from Addison for Boston.
Vandalia, *w*, from New York for Boston.
Young America, *w* from Baltimore for Fall River.
Robert Carson, *w*, from ——— for ———
Geo. M. Smith, *a*, from Fort Monroe for Beaufort, S. C.
Ocean Wave, (Br.) *a*, from New York for St. John, N. B.

H. E. Bishop, *w*, from Boston for Portsmouth, N. H.
Zulma, *w*, from Machias for Boston.
Isabel (Br.) *f*, from Curacao for Boston.
Jacob Lorillard, *f*, from Rondout, for Bridgeport.
Wm. Maury, *f*, from Albany for Bridgeport.

The value of the above domestic craft is estimated at \$622,000 (in gold), exclusive of cargoes.

Partial losses are not included in the list

The following is a summary of the losses reported in each month of the past year:

	Steam- ers.	Sh.	Ba.	Br.	Sc.	Sl.	Tot.	Estimated Value.
Jan. 1	8	3	1	9	.	22	\$573,000	
Feb. 2	7	5	.	13	.	27	468,000	
Mar. 1	7	2	3	25	.	38	699,000	
Apr. 8	4	5	4	11	.	30	477,000	

May 1	3	2	2	7	1	16	227,000
June 2	4	6	2	7	.	21	460,000
July 4	2	7	1	8	.	22	426,000
Aug. 1	5	6	4	34	.	50	525,000
Sep. 3	4	1	2	10	.	20	547,000
Oct. 3	5	2	2	17	.	30	740,000
Nov. -	9	3	3	18	.	38	591,000
Dec. 2	8	3	4	34	.	46	632,000
	23	63	47	28	204	1 267	\$8,412,000

Of the above 61 were destroyed by the rebel cruisers, namely:

Steamers	8
Ships	21
Barks	18
Brigs	4
Schooners	20

61

—Journal of Commerce.

Receipts for December, 1864.

MAINE.

Portland, Washington Ryan,	\$2 00
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MASSACHUSETTS.

Plainfield, Mrs. H. Hallack,	1 00
Westford, Cong. Ch.,	3 75

RHODE ISLAND.

Kingston, S. School, for ships' library,	12 00
Church,	3 75
Westerly, Cong. Ch., \$32 65, from S. School, for ships' library, and const. James G. Eells, L. M.	46 13

CONNECTICUT.

Bloomfield, Cong. S. School, for ships' library,	12 00
Bridgeport, Pres. S. School, for ships' library,	12 00
First Cong. Ch., \$20 00, from a Friend, const. Master Frederick W. Parrott, L. M.,	71 00
Pres. Ch., \$12, from Rev. Dr. Hewitt for ships' library,	42 00
Brookfield, Cong. S. School, for ships' library,	12 00
Cornwall, Cong. Ch.,	9 50
East Haven, Cong. Ch., S. School, for ships' libraries,	24 00
Greeneville, Cong. Ch.,	31 35
Greens Farms, Cong. Ch.,	23 91
Millington, Cong. Ch.,	5 00
Milford, First Cong., const. Rev. Jas. W. Hubbell, L. D.,	50 30
Plymouth Cong. Ch., const. William D. Trowbridge and Theodore Stowe, L. M.,	53 00
Theodore Stowe, to replenish lib.s,	3 45
New Haven Central Ch., S. School, for ships' libraries,	36 00
New London, First Cong. Ch., \$15, from a Member, for ships' libraries,	170 72
Norwalk, First Cong. Ch., \$10, from Julia A. Lockwood, (balance) const. Julia A. Tredwell, L. M.,	127 15
Norwich, First Cong. Ch.,	83 60
Second Cong. Ch., \$20, from Gen. Wm. and Mrs. H. P. Williams, const. Rev. M. M. G. Dana, L. M.,	96 31
Plymouth Hollow, Cong. Ch., \$32 from Union Mission School, for ships' library, and const. James W. Miner L. M.; \$12 from G. W. Gilbert and \$12 from Dr. Wm. Woodruff, for ships' libraries,	117 57
Prospect, Cong. Ch., (balance)	25
Southport, Cong. Ch., const. Benjamin A. Buckley, Allan Marquand, Francis Mills, L. M.,	138 20
Cong. S. School,	17 58

Stamford, Pres. S. School	13 07
Trumbull, a few Scholars of Cong. S. School,	8 67
West Winsted, Cong. Ch.,	53 60
Wilton, Cong. Ch.,	19 00
Woodbury, A. W. Mitchell,	5 00

NEW YORK.

Brooklyn Central Cong. Ch.,	44 70
Harlem, Ref. Dutch Ch.,	83 17
Ithaca, Ref. Dutch Ch.,	24 09
New Paltz, Ref. Dutch Ch., balance to const. Rev. C. H. Stitt, L. D.,	6 57
New York City, J. Taylor Johnston	25 00
An unknown Lady, a contributor for a long succession of years, per Chas. N. Talbot,	5 00
"Grateful," U. S. Steamer Lacka. wanna,	5 00
B. L. Kip,	20 00
Edwin Burr,	25 00
John Slosson,	5 00
Capt. A. G. Higgins,	10 00
H. H. Schieffelin,	5 00
Alex'r Van Rensselaer,	50 00
Cash,	10 00
Mrs. Thomas Fraser,	5 00
Geo. F. Betts,	10 00
P. Lorillard,	100 00
Richard Irvin,	25 00
Cash,	10 00
Wakeman, Gookins & Dickinson,	50 00
W. W. Wakeman, additional to collection in Cong. Ch., Southport, Ct.	50 00
Cash,	10 00
Dr. W. N. Blakeman,	5 00
Charles N. Talbot,	50 00
L. L. Sturges,	25 00
Eli Wainwright,	10 00
Cash,	5 00
Charles Butler,	10 00
J. D.,	10 00
Atlantic Mail S. S. Co.,	50 00
Josiah Oakes,	10 00
M. Cristy,	5 00
Cash,	2 00
R. R. Graves,	5 00
Wm. F. Lee,	5 00
Mrs. C. L. Halsted,	5 00
Yonkers, Ref. Dutch Ch., S. School, for ships' libraries,	36 00

NEW JERSEY.

Jersey City, First Ref. Dutch Ch., const. Rev. Henry M. Scudder, L. D., Rev. Mathew B. Riddle, of Hoboken, L. D.,	160 00
Lawrenceville, S. B. Green,	25 00
Mendham, First Pres. Ch.,	25 25
Millburne, S. School, for ships' lib.,	15 00
Newark, Sixth Pres. Ch.,	10 00
Hugh St. Pres. Church, \$20 from Mrs. Phebe Ann Goble, const. Henry Rankin Poor, L. M., \$50 from James B. Pinneo const. self, L. D.	146 00
Friend,	1 00
Orange, Joseph Wales and Bible Class, Brick Ch., for ship's library.	12 00
	\$2,510 59

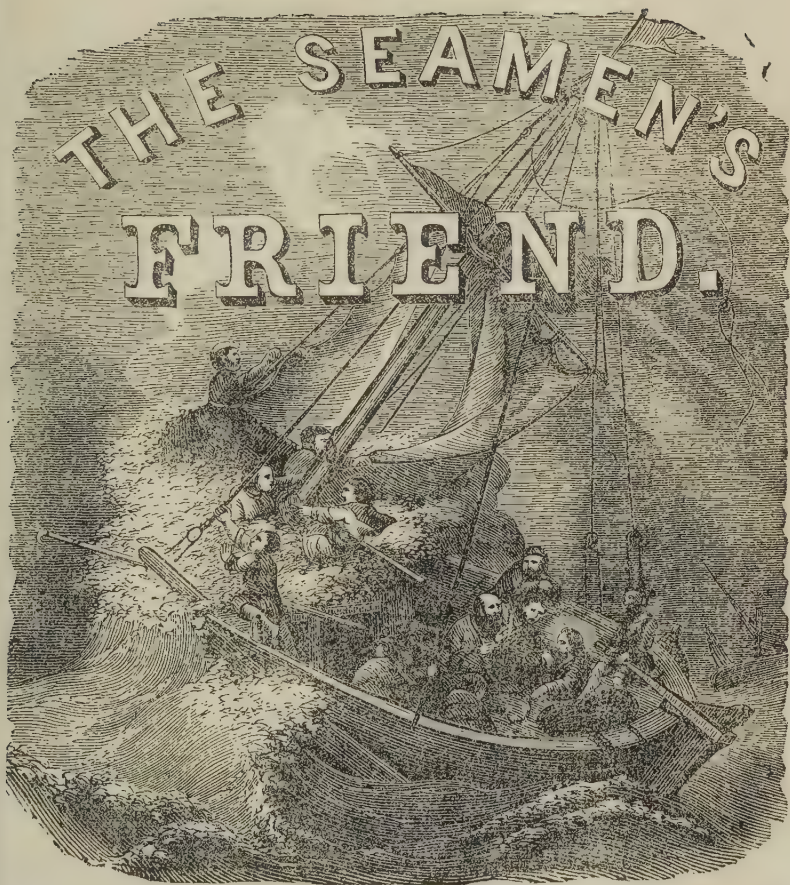
Books for Libraries.

Hon. E. D. Morgan, valued,	\$50 00
Robt. Carter & Bros.,	50 00
Estate of Lindley Murray,	25 00
	\$125 00

For Sailors' Home, New York.

Ladies' Bethel Society, Newburyport, Mass., one Quilt.	
Seamen's Aid Society, Attleboro, Mass., seven pair Woollen Socks.	

THE SEAMEN'S FRIEND.



CHRIST IN THE STORM.]

MATT. VIII. 24. 2;

We publish, this month, some of the narratives of shipwreck and sorrow on the sea with which the journals abound in this wintry season. Surely they will move many hearts to sympathy and effort for the tempest-toss'd sailor. — "The redemption of their souls is precious.

A thrilling incident.

LOSS OF THE SCHOONER R. B. HOWLETT, OF PHILADELPHIA.—THE SOLE

SURVIVOR OF THE CREW PICKED UP AT SEA.—HIMSELF AND A DEAD MAN ADRIFT ON A FRAGMENT OF WRECK. CHARLESTON, Saturday, Dec. 16, 1864.

Just as darkness was closing around us, pilot Hardee, of the *Hancox*, discovered off to seaward a large fragment of a wreck, and made the suggestion that we should run down to it and ascertain if it supported a human being. Capt. Post acceded, and we had scarcely changed our course when a thrill of joy passed through all on

board, at the sight of a poor creature running frantically around his narrow raft like an imprisoned animal in a cage, and waving his hands imploringly. Ever and again the man would be hidden from our view as a mighty wave with curling crest, curled over his frail support. The *Hancox's* boat was lowered and gallantly manned by volunteers from the crew, who did not weigh the risk to themselves in braving the angry sea, while they sturdily pulled toward the shipwrecked sailor. With some difficulty they laid their boat alongside the raft, not only getting the living man on board, but, in obedience to their humane impulse, bringing off the ghostly corpse that lay bound to the wreck beside him.

His name he gave as John R. Cruse, of Dorchester, N. J., and said that he was a hand on the schooner *R. B. Howlett*, of Philadelphia: that on Friday morning, about 9 o'clock, they experienced the full fury of the hurricane. The stock of the anchor which held the schooner, broke through the force of the gale, and the vessel began to drag. Presently she struck, and the first blow knocked her stern completely out. Keeling over on her bilge, the second blow snapped all her lee timbers like pipe stems, and in half an hour afterwards she was broken to pieces. The entire company got on the foremast while it remained standing, and when it fell all managed to secure small pieces of the wreck, but the sea ran so high, and an ebb tide setting off shore, made it impossible for a human being to long escape drowning under such circumstance.

For an hour or more Cruse and his companions buffeted the waves, gradually becoming separated by the angry sea, and the last that he saw of them convinced him that not one could hold out a great while longer.

Dean, the mate, was on a piece of the poop deck, and Cruse drifted near him, succeeded in getting upon it, thus obtaining a better support than the deck plank which he had seized when the vessel went to pieces. Upon this small piece of the deck he and his companion were carried out to sea, passing through the breakers, where they were several times washed off. Dean had been severely bruised on

the head by a plank when he was thrown into the water, and only survived the injury and his desperate circumstances until half past ten o'clock on Friday night. For hours before his death he was senseless and helpless, and Cruse's strength was nearly exhausted in his attempt to hold him on the raft. After the decease of his companion, Cruse divested him of his clothing, to add to his own comfort, and lashed the corpse to the wreck, having already contemplated the horrible necessity of feeding upon it, if another day passed without relief came to him. When we rescued Cruse he had been thirty-three hours without food or drink.—*N. Y. Daily Times*.

Appalling Disaster.—The U. S. Transport North America Foundered at sea.

ONE HUNDRED AND NINETY-FOUR LIVES LOST.

ACCOUNT OF SURGEON M'CLINTOCK.

Never was there prospect of a fairer voyage. Our vessel was considered, if possible, a little better than first-class; ample provision had been made for the comfort of the sick, furloughed and discharged on board—203 in number—and the officers having, in addition to the heads of seamen, the hearts of men, bore a willing hand to every thing that could alleviate the suffering or increase the comfort of the men.

At 2 P. M. on the 21st, the wind began to rise, and at 4 blew a gale, the sea running high, when more than the usual quantity of water was found in the hold. On the 23d this gradually increased, and at 11 A. M. the pumps failed to keep her clear, and it then first became apparent that the vessel must go down, and her course was changed landward. There was but one sail in sight, about ten miles to lee ward. The colors were raised at half-mast, union down, and a sail passed beneath her bows—all to no effect. The leak had now become frightful. At 2 P. M. we reached the vessel in which lay all our hopes, which proved to be the *Mary E. Libby*, of Portland, bound homeward from Cardenas, she having observed our signal and stood by for our relief.

As if to make our misfortune more complete, the water now reached the fires, extinguishing them and rendering our vessel unmanageable, and the sea still running high the vessels drifted together, and collided, tearing up the cathead of the *Libby*, which then drifted beyond, some distance to the seaward. The boats were now our only resource, and were lowered away one by one, seven in number, without accident, except the sixth, in which was purser Charles Pettit, and B. D. Walker, Hospital Steward U. S. A., which did not reach the bark, and was probably lost, and it was only by the greatest skill that any reached the *Libby*, now six miles distant.

Capt. Marshman, with the first and second officers, were the last to leave the ship at half past six P. M. His boat was filled and one man lost overboard, but by almost superhuman exertion it was bailed out and the man recovered. The next morning the *Libby* having in a measure repaired damages wore round to the place of disaster, but naught was seen save a floating boat, telling too plainly of the fate of purser Pettit and his companions. Her lights went out suddenly at 1 3-4 A. M. on the 23d, at which time she was supposed to have gone down.

Capt. Libby at once made a muster of his men and stores, which was found sadly disproportioned, especially in water, and all hands went cheerfully on allowance. On Sunday, Dec. 25, spoke the brig *Ellen P. Stewart*, of and bound to Philadelphia, Capt. Kane, who relieved us of 14 men and supplied us with a cask of that which was all around, "but not a drop to drink." Thursday, 23d, spoke steamer *Arago*, from Port Royal, off Absecom Light, and all went on board for New York, which we made at 11 P. M. Dec. 29.

A Wreck at Sea.

We one day descried some shapeless object drifting at a distance. At sea, everything that breaks the monotony of the surrounding expanse attracts attention. It proved to be the mast of a ship that must have been completely wrecked; for there were the remains of handkerchiefs, by which some

of the crew had fastened themselves to this spar, to prevent their being washed off by the waves. There was no trace by which the name of the ship could be ascertained. The wreck had evidently drifted about for many months; clusters of shell-fish had fastened about it, and long sea-weeds flaunted at its sides. But where, thought I, is the crew? Their struggle has long been over—they have gone down amidst the roar of the tempest—their bones lie whitening amongst the caverns of the deep. Silence, oblivion, like the waves, have closed over them, and no one can tell the story of their end. What sighs have been wafted after that ship; what prayers offered up at the deserted fireside of home! How often had the mistress, the wife, the mother, pored over the daily news, to catch some casual intelligence of this rover of the deep! How has expectation darkened into anxiety—anxiety into dread—and dread into despair! Alas! not one memento shall ever return for love to cherish. All that shall ever be known is, that she sailed from her port, "and was never heard of more!"—*Washington Irving.*

Shipwreck and Loss of Life.

DREADFUL SUFFERING OF THE SURVIVORS.

Capt. John Eynon, of the steamship "City of Dublin", of the Inman line, reports as follows:—December 17, fell in with a wreck, which, on approaching, the steamer's wheels were stopped, and one of the ship's lifeboats manned and lowered immediately, and in charge of the second officer, Mr. Peter Fletcher, who, in the most daring manner, in the face of a high sea, succeeded in rescuing from the wreck three survivors. The remaining ten, had perished. The wreck was the British bark "Burnside," Capt. Dalgamo, from New York, of and for Greenock. The extreme fore and aft part of her seemed to be occasionally above water, but the whole main deck was immersed, and the sea making a clear breach over her. Upon approaching her the three men were seen standing by the

rudder post, and occasionally immersed in the water. Their condition was most deplorable, having scarcely any clothing about them, except some pieces of old sail, tied with bits of spunyarn. Their flesh, particularly their arms, feet and legs, were swelled, and of a putrid appearance, in some places broken out in boils; and they were so weakened and exhausted that it was with great exertion, and the excitement of their being rescued, that they were enabled to stand. Having been got on board the steamer in safety, they were kindly cared for, and on their arrival in this port were convalescent and able to walk about.

The survivors gained the monkey poop, a small space aft, about four by ten feet, and raised above the main deck about two feet, upon which formerly stood the wheel; here they lashed themselves to the rudder post; but the sea, which was constantly breaking over them for six days and nights, would occasionally carry one of them adrift, who, with the assistance of his fellow sufferers would regain his position. It was from here they were rescued by the men from the "City of Dublin." For the 6 days they were on the wreck they were without food, except a few pieces of biscuit which floated near them, which were saturated with salt water. Fresh water they had not a drop of, and were without clothing except the wet pieces of canvass which the man Johnson managed at great risk to cut from the mizzenmast, where it hung, the first day.

LAKE DISASTERS IN 1864.—The *Detroit Tribune* publishes a list of three hundred and seventy-nine marine disasters that have occurred on the lakes during the past year. They are thus classified: explosions, 8; capsized, 7; ashore, 123; sprung a leak, 151; destroyed by fire, 4; lost sails, 202; foundered, 9; collisions, 47. There can be no doubt these estimates are below the actual number, notwithstanding they show an increase over last year of twenty-nine. The loss of canvas and damage done to cargoes by vessels which sprung a leak, far exceeds similar losses in any former season.

Schooner "Lion," of Rockland, was recently lost with all on board. Capt. Furbish, a young man of enterprise, leaves a wife and child.

The barque *Tommie Hussey* has been run down at sea, and all on board lost except one seaman. There were sixteen souls on board this vessel,—Capt. Patten, his wife, two mates, cook and stewardess, and ten seamen, of which number, fifteen were drowned. Capt. Patten was a native of Maine, about thirty years old.

Vice-Admiral Farragut.

Congress and President have seldom done any thing so entirely pleasing to "all hands of us"—as one of the *Hartford's* tars would say—as the establishment of the rate or grade of vice-admiral, and the promotion of the brave Farragut to that new rank.

In Farragut the ideal sailor, the seaman of Nelson's and Collingwood's days, is revived; and the feeling of the people towards him is of the same peculiar character as that which those great and simple-hearted naval heroes of Great Britain evoked in the hearts of their countrymen. In these days of steam-engines and iron-armor, the good old race of seamen threatens to die out—to be superseded by mechanics and engineers. For the Monitors a blacksmith is more important—in the general opinion—than the best sailor that ever reefed top-sails or hove the lead; and an engineer need not be very conceited, to fancy himself as important to a modern frigate as her first lieutenant. But Farragut has shown to the naval world that the virtues of the old school, the qualities which distinguished Blake and Nelson, Decatur, Preble and Hull, long before steam-engines and iron-sides were thought of, are as necessary and as effectual to-day as ever.

Nor is the country ill-pleased, that the old spirit, which made our little Navy famous in the war of 1812, asserts itself, and approves itself, in these later days, and among these later contrivances; and surely to the seamen of the old school it is a glorious pledge that their profession will live, and its peculiar virtues remain valua-

ble, no matter by what accidents the conditions of the combat are changed. Dauntless bravery and the fertility in expedients which is born of the never-ceasing and ever-changing conditions of life on the ocean, compel victory now as ever. Farragut has shown the falsity of the belief entertained by some here, and by many abroad, that hereafter a sea-fight is to be only a work of "main strength and stupidity"—to use a sailor's phrase.

The life of our Vice-Admiral is a useful study for young officers. The tendency of a long life at sea is to a pedantry which scorns new devices, and cannot easily fit itself to "modern improvements;" but Farragut, who served bravely as midshipman half a century ago, in the most desperate sea-fight in our own or almost any naval annals, shows a mind, after so many years, as flexible, as unprejudiced, as little bound to old ideas, and as ready and able to use, and to use brilliantly, the improvements of science, as the youngest man in the Navy.

His countrymen love and admire him for his bravery. That is the quality always most conspicuously in the public eye; to the people, a hero is a hero because of his bravery. But every great commander has been much more than brave; and while in the naval service, fearless determination is even more necessary in a commander than in the land service, our Vice-Admiral combines with this one shining quality, many more. If he has the dash of a boy of twenty, he has the caution of a man of a hundred and twenty. He prepares as carefully as he acts vigorously. In the capture of Mobile Bay, or in the passage of the Mississippi forts, the thoroughness and the peculiarity of his preparations were as remarkable and as important as the irresistible onset in which he led the way.

And in his plans the same element of unexpectedness, of novelty, appears, which made Nelson a great commander, and which gained him his most brilliant victory—that of the Nile. Farragut penetrates the enemy's plans, and evades them. He does precisely what the enemy does not believe any one can do. In almost every position, however skillfully defended, there is

a weak point; commonly it is a point which he who holds the post would not attempt were he leading the attack. "No man can go there," says the defender; but the man of genius will go nowhere else. Thus, in passing the Mobile forts, we have been told that Farragut ordered the ships to hug the forts, in order to avoid the line of torpedoes which, as he correctly judged, was laid so as to intercept and blow up a fleet passing anywhere except directly under the guns of the fort. "Farragut will not dare expose his ships to so close a fire," Page said to himself; but he did not know his antagonist.

Simple, straightforward, brave as a lion; as careful of the lives of his men as he is careless of his own; fertile in expedients, and animated by the purest patriotism, the figure of our Vice-Admiral will appear in history loved as much as admired, the ideal of sailors, of fresh, unselfish boyhood; the hero of all hearts; the darling of the fore-castle, as well as of the parlor. May he be preserved for many years to receive the grateful admiration of his countrymen!—*Army and Navy Journal*.

The Late Captain Craven.

The loss of the Monitor *Tecumseh*, during Admiral Farragut's attack on the Mobile forts, also involved the loss of Captain Tunis Augustus McDonough Craven, one of our ablest naval officers. He was a native of New Hampshire, and entered the navy as midshipman on the 2d of February, 1829. He served in 1830 in the sloop-of-war *Boston*, of the Mediterranean squadron, and in 1834 joined the sloop-of-war *St. Louis*, in West India waters. In 1835 he was warranted as a passed midshipman, and in 1836 was a short time engaged at the National Observatory, but seeing that this was not satisfactory work, he asked to be relieved, and was, at his own request, placed on the Coast Survey, of which he became one of the most useful and excellent officers.

In 1841 he was promoted to a lieutenantcy, and was attached to the sloop-of-war *Falmouth* till 1843, when he was transferred to the receiving

ship North Carolina at this port. A short time after, he was on the store-ship Lexington, and from 1844 to 1847 was on furlough.

In the latter year he was on the cruise taken by the Dale, of the Pacific squadron. From 1850 to 1858 he was employed on the Coast Survey, visited on official business the Isthmus of Darien, and leaving the Coast Survey in 1859, was appointed to the command of the steamer Mohawk, of the home squadron, stationed off the coast of Cuba, to intercept slavers.

When the rebellion broke out, Captain Craven was placed in command of the Crusader, and had an important share in preserving for the Union the fortress of Key West. The Board of Underwriters of this city presented his wife with a service of plate, and sent to the Captain a complimentary letter, in appreciation of the desire he had always evinced to render such assistance to the commerce of our country as could properly be extended in the performance of duty, and for rendering, on several occasions, important services to American vessels in distress in the vicinity of Key West, Florida.

In April, 1861, Captain Craven was appointed commander of the new sloop Tuscumora, and was sent after rebel pirates. His unsuccessful chase after the Alabama worried him, and as soon as possible he sought more active service, and applied for the command of one of the monitors. He took charge of the Tecumseh early in the present year, and joined the James River flotilla. Afterwards he was ordered to reinforce Admiral Farragut, and with him made the assault on the defences of Mobile. A rebel torpedo blew up the Tecumseh, and Captain Craven was not permitted to share in the victory which apparently awaits our fleet at Mobile.

Captain Craven was a brave, true-hearted and most skilful officer; a man ever ready to serve his country, devoted to the service in which the greater part of his life was spent, and thoroughly trained, not only in all that belongs to seamanship, but in the highest branches of his profession. He was one of the best hydrographers in this country, and his services on the Coast Survey were invaluable. He

had served his country over thirty-six years, and his loss will be severely felt; but he died as brave men like to die, facing the enemy.

It is not generally known that the noble Craven, the commander of the monitor Tecumseh, lost his life in obedience to as chivalrous an impulse as ever prompted the heroic knight of old. He was in the pilot house, with the pilot, as the vessel went down. Each moved instinctively to the ladder, when the gallant Captain stepped one side, exclaiming, "You first, sir." The pilot rushed down the ladder, got out, and was saved. The hero went down with the ship, but his memory will ever brighten one of the noblest pages of our history.

From the New York Observer. (altered)

Buried in the Sea.

It is soothing and softening to visit the quiet grave yard where lie the ashes of those we love. There is a melancholy pleasure in smoothing the green turf that hides the loved and cherished form, and in hanging wreaths of immortelles upon the memorial stone. We have seen graves, that from year to year, in summer's heat, and winter's cold, bore the oft-renewed tribute of affection, in the forms of crosses, and clusters, and coronals of living flowers. And this was no empty offering, like many of those garlands and bouquets that grace the ball-room or the banquet. It bespoke a heart full of tender love, and holy memories, and cherished scenes of former sweet association. Perhaps, too, it told of hope, as well as of grief, of a land

"Where every flower, borne safe through death's dark portal,
Becomes immortal." *ms 124.*

In eastern lands, the women, robed in white, pass one day of every week in the cemeteries, among the turbaned monuments, planting flowers, and showing a delicate care for the dwellings of the departed, which might well rebuke the neglect of many in Christian countries. But the poor sorrow-stricken mother of the drowned sailor cannot have even this little consolation. The long seaweed was the shroud that wrapped her son, the wild winds and

the tossing surge as it beat the ragged rocks, was his only requiem. In the dark depths of ocean he must lie, with no memorial but that which she bears in her desolate heart, till the solemn morning comes, when "the sea shall give up its dead."

Oh, what a vast assembly will then be gathered from the waters; and how little will it matter then, whether the mortal form reposed in the peaceful churchyard among kindred and friends, or alone, beneath the uneasy angry waves! It is natural and scriptural to wish to lie in some sacred spot beside those whom we have known and loved on earth, and affection bids us bury our dead where we may visit and beautify their graves; but this is after all but a slight matter, not worthy of long thought or unavailing regrets.

The Christian wish should chiefly be, that whether they lie near us, where love may rear the memorial stone, and visit often the hallowed place, or far away among strangers, or in the deep blue sea, they may "sleep in Jesus." "Those that sleep in Jesus shall God bring with him." He shall bring them to a land where there is no death, no grave, no sorrow, and where "there shall be no more sea."

"Asleep in Jesus! blessed sleep!
From which none ever wake to weep;
A calm and undisturbed repose,
Unbroken by the last of foes.

"Asleep in Jesus! ah, for me
May such a blissful refuge be:
Securely shall my ashes lie,
And wait the summons from on high."

AUGUSTUS.

Incident and Adventure.

ADMIRAL HOPSON.

About the year 1680, a boy named Hopson entered the navy as a common sailor. He was an orphan, and had been apprenticed to a tailor in a town on the sea-coast; but, disliking the employment, he ran away.

The ship and fleet which he joined were just about putting to sea, and soon fell in with a French squadron; and in a few hours after the boy's entry into the naval service, he found himself in the heat of battle, which was maintained with equal bravery on both sides.

During the engagement young Hop-

son obeyed orders with much alacrity; but as the fighting continued hour after hour with no apparent result, he became impatient, and inquired when it would be over. He was told that the action would continue until the white flag at the enemy's masthead was taken down. "Oh!" he exclaimed, "if that's all that's wanted, I'll see what I can do."

At this moment the ships were engaged yard arm touching yard arm, and enveloped in the smoke from their guns. Our hero, taking advantage of the obscurity, started on his enterprise of hauling down the enemy's colors. He ascended the shrouds, and passed from the main-yard of his own vessel to that of the Frenchman unperceived by any of the crew, whence mounting, with much agility, to the main-top-gallant-mast-head, he took down the French flag, and brought it away with him to his own ship.

Before he had regained the deck, the British sailors had discovered that the enemy's flag was no longer flying. Thereupon they raised a tremendous shout of "Victory!" The crew of the French ship, dismayed by the disappearance of the flag, and believing that it had been struck by their admiral's orders, were thrown into confusion; and although their officers and the admiral, who were equally surprised at the event, endeavored to reassure and rally them, it was all in vain; for the British tars seized their opportunity, boarded the vessel, and captured her.

At this juncture, Hopson descended the shrouds with the French flag bound round his arm, and displayed it triumphantly to the sailors, who looked at the prize with the utmost astonishment. The news of this bold action soon reached the quarter-deck. Hopson was ordered to attend there; and the admiral, praising his conduct, promoted him to a midshipman's berth, telling him that upon his future conduct his promotion depended. Hopson soon convinced his patron that his favors were not ill-bestowed; his promotions was rapid, and his actions in each grade of the service fully entitled him to the high rank he ultimately attained.

SIR CLOUDESLEY SHOVEL.

When Sir Cloudeſley Shovel was a boy in the navy, under the patronage of Sir John Narborough, he heard the admiral expreſs an earneſt wiſh that ſome papers might be conveyed to the captain of a ſhip then engaged in action at a conſiderable diſtance. With the greateſt reſolution the boy undertook to ſwim with the diſpatches in his mouth through the line of the enemy's fire; and this ſervice he actually performed, to the aſtoniſhment of all who wiſſed his courage.

A Church in Port.

We do not notice in the liſt of arrivals at Hamburgh that a ſhip had come to their harbor under a Scandinavian flag, which, in addition to her commercial character, proved to be alſo a floating Church. In fact ſhe was the veſſel that we ſome time ago reported as having left the port of New York under the command of a pious captain—who was alſo her owner—accompanied by a godly wife and daughter, with a crew principally made up of Chriſtian men. They had as members of the Bethel Ship kept up claſs and prayer-meetings, and now, upon making faſt at the dock, one of the very firſt acts of the captain was to notify the officers of every Scandinavian veſſel in port that public religious ſervice would be held on board his veſſel. Public religious ſervice was held on board that ſhip regularly while ſhe remained in port, and doubtleſs the day will declare that theſe meſſengers of the nation have not ſaid in vain that “the Lord hath founded Zion that the poor of his people may truſt in her.” We have heard of this ſame captain's preſence in an Iriſh port, where he alſo kept up regular religious ſervice.

PROFANITY. The *North American Review* argues that profanity indicates a chronic weakneſs of intellect and a poor education, for it requires no genius to ſwear, while it does require ſome learning and talent to conſerve in genteel language. Let the profane make a note of this.

Lines by Julia Gill.

Now the old year paſſeth out
With the dreary ſtorm about;
And my heart goes through the ſnow
To the dear one lying low.

Huſh! I will not think of her
As beneath the verdant fir,
With the coffin for her bed,
And the ſnow above her head.

No! ſhe ſitteth with the Lord,
Drinking wine His hands have poured,
Or along the golden ſtreet
Paſſes with her ſhining feet,

On the errands angels have,
Doing love-work high and brave;
Flying to the fartheſt ſtar
In the lightning's ruby ear.

Now ſhe ſings divineſt lays,
Sweeteſt Chriſtmas ſongs of praiſe;
Now ſhe tells the ſtory old,
To the lamblkins of the fold;

How the Shepherd, long ago,
Trampled on the wolfiſh foe,
And aſcending to His reſt,
Bears the lambs upon His breaſt.

Now to this dim world ſhe flies
With the heart-love in her eyes,
Bleſſing, (how, the bleſſed know,)
Him who loved her long ago.

When the world ſeems harſh and cold,
Croſſes meet him manifold,
When temptations try him ſore,
Battering at the guarded door,

Then ſhe brings unſeen, unheard,
Some dear promiſe from the Lord;
To his ſoul ſhe whiſpers ſweet
Of the time when they ſhall meet.

So my love to her doth go,
Whom I meet no more below,
Yearnings deep my ſpirit ſtir,
To go up and dwell with her.

Congregationaliſt.

Marine Society.

YESTERDAY afternoon the annual meeting of the Marine Society was held in the United States Hotel, Fulton Street. Charles H. Marshall, Eſq., preſided. The report for the paſt year was read, and on being put for adoption, was unaniſmouſly approved. The election of officers for the preſent year was a principal item in the proceedings, and the former officers were re-elected. The financial department is in a proſperous ſtate, of which the following is a ſtatement: Amount veſted in bonds and mortgages, \$41,800; Government ſecurities, \$9,000; value of houſe in Williamsburgh, \$4,000; ditto in Brooklyn, \$3,200; amount loaned in ſecurities, \$4,000; amount of caſh in treaſury, \$1,710 60; total amount, \$63,710 60.—*N. Y. Daily Times*, Jan. 10.

The Captain and the Quadrant.

A godly man, the master of an American ship, during one voyage found his ship bemisted for days, and he became rather anxious respecting her safety. He went down to his cabin and prayed. The thought struck him, if he had with confidence committed his soul to God, he might certainly commit his ship to Him; and so, accordingly, he gave all into the hands of God, and felt at perfect peace; but still he prayed, that if He would be pleased to give a cloudless sky at twelve o'clock, he should like to take an observation, to ascertain their real position, and whether they were on the right course.

He came on deck at eleven o'clock, with the quadrant under his coat. As it was thick and drizzling, the men looked at him with amazement. He went down to his cabin, prayed, and came up. There seemed still to be no hope. Again he went down and prayed, and again he appeared on deck with his quadrant in his hand. It was now ten minutes to twelve o'clock, and still there was no appearance of a change: but he stood on the deck, waiting upon the Lord, when, in a few minutes, the mist seemed to be folded up and rolled away as by an omnipotent and invisible hand; the sun shone clearly from the blue vault of heaven, and there stood the man of prayer with the quadrant in his hand; but so awe-struck did he feel, and so "dreadful" was that place, that he could scarcely take advantage of the answer to his prayer. He, however, succeeded, although with trembling hands, and found, to his comfort, that all was well. But no sooner had he finished taking the observation, than the mist rolled back over the heavens, and it began to drizzle as before.

This story of prayer was received from the lips of the good Captain Crossby, who was so useful in the Ardrossan awakening; and he himself was the man who prayed and waited upon his God with the quadrant in his hand.

"Prayer makes the darkened cloud withdraw;
Prayer climbs the ladder Jacob saw;
Gives exercise to faith and love;
Brings every blessing from above."

Heroism In our Navy.

The following anecdote illustrating the spirit of the brave men who are fighting the battles of freedom against treason and oppression, is from a correspondent of *The Detroit Tribune*:

"There is another anecdote which well deserves to be entered under heroism, if anything does. Hearing one day of four shipwrecked sailors who had been four days and four nights on the wreck, without any thing to eat or drink, and who had just arrived, covered with erysipelas, and utterly destitute. I went over to the gunboat to supply them with shoes, &c. What was my surprise and delight to find that the gunboat was the *Sassacus*, and the captain Capt. Roe, whose famous attack on the rebel ram *Albemarle* puts his vessel in the same category with the original *Monitor* and *Kearsarge*. In common with several other vessels of this class off the coast of North Carolina (none of them iron-clads, however,) the gunboat *Sassacus* had been assigned the duty of watching the rebel ram and iron-clad *Albemarle*. The statement of Capt. Roe, as I drew it out of him, almost reluctantly, at three different times—I was on board his vessel preaching, &c.—was about as follows:

I had fully made up my mind what to do, if the ram came out, viz: to stand my guard and attack her. A candle shot from a musket I have often heard could be made to penetrate a deal board, and though I had never tried it, the principle involved might prove a correct one. Why not the momentum of a wooden vessel make up to some extent the difference in material. The hour of battle at length arrived. First of all, I briefly commended myself to God for wisdom and protection, and then summoned up all my energies of body and mind for the desperate conflict. Appealing to my officers and men, I found they were with me, heart and soul, every man of them. Though it was scarcely ten minutes for the time I ordered on all steam and told the pilot to steer straight for the ram and strike her amid-ships, but for my watch I

would have believed that it was an hour.

All this while there was an irresistible impulse within me that said, "Do it, do it!" and I never hesitated for a moment. The officer of the Albemarle knew me personally, and as I afterward found, pointed me out to the sharpshooters in my exposed position, and the bullets whistled around me like hail. The heavy guns of the Albemarle opened upon us, and struck us again and again. On came the ram, running with all steam on, at right angles to the course of the Sassacus. On went the Sassacus, right to the mark at which I aimed her, and with the desired result. Our prow entered the side of the ram, just forward of the smoke-stack, and by the onward movement of the ram was bent in the opening like the half-shut blade of a knife, thus laying the two vessels side by side. The guns were so close that neither ship could run them out to their full length—the powder of each explosion blackening the antagonist's side.

A large solid shot went through the starboard boiler from end to end; ranging aft, it passed through a space of very little more than its own width, just missing the crank. Further aft, it passed through the bulkhead of the ward-room, smashing the locker, and glancing against a heavy stanchion, stowed itself away in one of the midshipmen's berths. Meanwhile the escape of steam scalded a large number of my crew. Right in the midst of the conflict they came running up to me on deck, their scalded flesh hanging from their arms and faces, saying, so piteously, "Oh Captain! Captain," like so many children, that it almost unmanned me. We had bags of powder in the tops to throw down the smoke-stacks of the ram, but did not succeed. With our hand grenades we were more successful; and the battle raged more fiercely than ever. By a great effort the ram disengaged herself from the Sassacus, and made for the shore and the protection of the fort—and there she has remained ever since. I felt, under God, that I have achieved a victory of which the service need not be ashamed.

A Heroine.

At Pilau, in Prussia, now lives a woman who has for some years consecrated her life to the noble and dangerous task of rescuing persons from drowning. Whenever a tempest comes on, day or night, Catherine Kleinfeldt, who is the widow of a sailor, is ready with a boat, in which she puts out to sea, and frequently goes further than any other, in order to give help to those who may be shipwrecked. More than three hundred individuals have been saved by her efforts, and, accustomed for twenty years to make voyages with her husband, she possesses a skill and hardihood that renders those efforts unusually successful. Whenever she is seen, the greatest respect is paid to her, and the sailors regard her as their guardian angel; the very children of the fishermen go upon their knees to her, and kiss the skirts of her dress. The Prussian and other governments have decreed her medals, and the Principality of Pilau has made her an honorary citizen for life. She is about sixty years of age, with an athletic figure and great strength (a Grace Darling enlarged into gigantic proportions;) she has a masculine countenance, which, however, is softened by the benevolent expression that it constantly wears.

A Successful Blockader.

Rear-Admiral Gregory, in the exercise of discretionary powers, wisely vested in him by the Secretary of the Navy, fully appreciating the advantages which speed gives a vessel upon the blockading service, purchased a small steamboat *simply because she was very fast*, armed her with three small guns, and sent her upon blockading duty. His foresight and sagacity in the matter have been handsomely established by the success of the little blockader. She took *seven* prizes in six weeks, of a total value of not less than \$2,000,000. Her speed is honestly fifteen miles per hour. What better success she might have had, in picking up prizes, had her speed been twenty miles per hour, can only be surmised; but no one will doubt that it would have been much greater.

Seamen.

There is in New York a very successful enterprise under way in behalf, more especially, of Scandinavian seamen. Pastor Hedstrom, a Norwegian, qualified by tact and spirit, has a Bethel ship, where he is incessantly at work, preaching and holding meetings for prayer. We take the two following items, relative to this work, from the *New York Advocate and Journal*:

Hath the Witness in Himself.—It is seldom in these days that we hear of men crying out in the congregation, "Carry me out of the host, for I am wounded;" and more rare is it for us to hear a man arise in the midst of the sermon and declare, "I have found it!" Last Sabbath morning a sailor under concern of mind was attending prayer meeting always held in the hold of the ship before the more formal exercises of the preaching service commence; there he sought earnestly to gain the sense of sin forgiven; but it was not until the pastor had proceeded some time in his discourse upon the lifting up of Christ, as Moses lifted up the serpent in the wilderness, and while dilating upon the words, "Whosoever believeth," that he caught a saving view of Christ, and instantly arose, giving glory to God, and declaring to the congregation that he had "received the witness in himself." This novel but decided testimony from a sailor standing six feet high produced a real sensation.

Homeward Bound.—A seaman full of love and zeal for Christ is hastening home to show how great things the Lord hath done for him. He accounts to the pastor (Hedstrom) as to the toil and cheer of his passage. He writes that he has regularly had morning and evening prayer in the fore-castle, and sometimes in the cabin. Three of the sailors are under conviction, and struggling for the new life. The second mate also has declared to him that he is sick of sin, and longing to find rest in Jesus. Thus it is that Christ is gathering the fruit of his passion from the sea as well as from the land.

Preaching all Over.—A racy letter to the *Western Christian Advocate*, on "Sunday Sight" in New York, says: "I was attracted to the Bethel ship; Pastor Hedstrom's Scandinavian

Mission; found there a full congregation; the pastor preached with head and hand, with tongue and tears, and although we knew little but the text, "Ye must be born again," it was evident that the people felt and believed the things which they heard. The baptism of an infant was attended to in the language of the people, and the whole service and scene was deeply impressive."

Gratitude.

*U. S. S. Lackawanna, off }
Galveston, Nov. 30, '64. }*

REV'D SIRS—Enclosed please accept of my tithe for the Lord's treasury.

Yours very truly, GRATEFUL.

The Rev'ds LOOMIS & BISSELL, N. Y.

I have been thinking for some time that you would feel a curiosity in my sending these remittances, and, no doubt, but a short explanation on my part would not be amiss.

Previous to my joining this ship, I had led a most careless and dissolute life, entirely regardless of the concerns of my immortal soul; but through the blessed agency of your Loan Libraries, Nos. 943 and 947, and other kindnesses on your part, before we left New York, our Heavenly Father has mercifully brought me to a saving knowledge of His grace in Christ Jesus, and I am only too happy in contributing my mite to such a glorious cause, for the benefit of my brethren upon the seas.

Portland Bethel.

Portland, Dec. 10, 1864.

Our Bethel Church is now quite prosperous. We have a new minister, Rev. V. J. Hartshorne, a recent graduate of Bangor Seminary, who takes hold of the work "with a will," and the Lord is blessing his labors.

We have helpers from our city churches also, some choice spirits having united with us, considering the Bethel as a missionary field; and we trust the Portland Bethel will prove a blessing to the sailor and this community.

The Home is now in charge of Mr. Thomas Bailey.

The Sabbath school connected with the Bethel has been under the super-

intendence of Mr. H. H. Burgess for some three or four years, an earnest, working Christian, and is very flourishing. At the last Sabbath school concert the church was filled with citizens and sailors.

Respectfully yours,

WASHINGTON RYAN.

Thirteenth Annual Report of the N. Y. Nautical School, 92 Madison St.

Number of volunteer naval officers prepared - - - - -	178
Whole number of graduates now officers in the navy - - - -	863
Number of officers prepared for the merchant service - - -	125
Whole number of graduates for the merchant service since commencement of school - -	4359
Total number of graduates of this Institution - - - - -	5525
Number of letters received from officers and seamen - - - -	198
Number of letters of advice, information, &c., written - - -	341

We take pleasure in publishing the foregoing Report, and in commending the Nautical School of Mrs. BROWNLOW to any of our readers or their friends desirous of instruction in seamanship and navigation.—Editor of SAILORS' MAGAZINE.

Remarkable Feat of Navigation.

The *Autorite*, of Dunkirk, gives an account of the return to that port of the schooner *Confiance-en Dieu*. When off the coast of Guinea, taking in a cargo of palm nuts and oil, the crew were attacked by yellow fever, which soon carried off the captain and several of the sailors. The mate, M. D'Hondt, then assumed the command, and, having completed his cargo, sailed from Grand Bassam for Europe, with the fever still continuing its ravages on board. At last he was left with only two men and a boy, all of whom were too ill to aid in working the vessel. He, nevertheless, courageously faced the difficulties of his position and brought the vessel safely into port. One of the men died the day after his arrival, but the other and the boy are likely to recover. The insur-

ers of the vessel, on being apprised of the conduct of M. D'Hondt, presented him with a purse of 1000fr. and a handsome gold chronometer. The Administration of Marine has also ordered a full report of the voyage to be drawn up, with a view to offering a further reward in the name of the government.

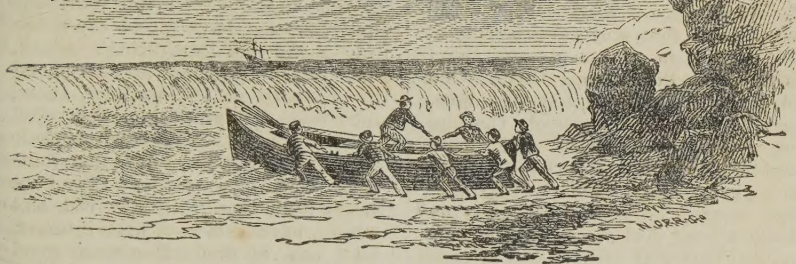
Shipping a Crew.

This is a business familiar to officers and owners of vessels generally, much more so than events of the kind I am briefly to narrate. One evening of the week just passed no less than ten seamen came forward to unite with the Bethel Ship as probationers. It is after this manner that Pastor Hedsstrom keeps his craft manned, and yet he is calling for more, and, blessed be God! there are those who hear, and fear, and turn unto the Lord.

List of Seamen who have died in the New York Hospital

From the 1st of March to the 30th Sept., 1864.
 John Bennet, age 20, Scotland, March 3.
 Charles Jones, 28, Surinam, March 19.
 Edward Derrickson, 50, Ireland, March 25.
 Daniel Thompson, 46, Sweden, April 6.
 Owen Burns, 26, Ireland, April 8.
 William Chase, 30, Rhode Island, April 17.
 John I. Lewis, 34, Connecticut, April 21.
 George Lind, 27, Sweden, April 30.
 James Smith, 33, Pennsylvania, May 1.
 John B. Hickman, 38, Delaware, May 13.
 William H. Becket, 29, Maine, May 14.
 Thomas Scott, 44, New Jersey, May 23.
 Julius Thomas, 29, Massachusetts, May 25.
 John White, 29 Sweden, May 29.
 John Hennessy, 50, New York, May 25.
 Michael O'Brien, 35, New Brunswick, June 4.
 Charles Clark, 35, Sweden, June 4.
 William Taylor, 45, Virginia, June 15.
 Edward Grant, 38, Ireland, June 21.
 Henry White, 29, England, July 3.
 Edward Francis, 54, St. Croix, July 5.
 Stephen Vaughan, 31, New York, July 16.
 Neal Smith, 40, Denmark, July 24.
 Robert Gill, 33, New York, July 25.
 Samuel Vickery, 23, Rhode Island, August 1.
 John Butcher, 27, New York, August 9.
 William Smith, 25, New York, August 9.
 William Poole, 35, New York, August 9.
 Thomas Koop, 44, England, August 13.
 Robert Beckett, 20, Germany, August 20.
 Peter Stone, 43, Ireland, August 21.
 Nehemiah Kendrick, 19, Novascotia, August 22.
 Fred. Westerfield, 26, Germany, August 23.
 Nicholas Nelson, 21, Germany, August 23.
 James Tate, 42, New York, September 2.
 James Hagan, 22, Ireland, September 6.
 Thomas Braff, 38, Ireland, September 10.
 Fred'k Dabzell, 25, Scotland, September 3.
 Charles McDonald, 31, Nova Scotia, Sept. 14.
 Richard Harris, 30, Ireland, September 16.
 I. H. Thompson, 53, Germany, September 17.
 John Johnson, 23, Germany, September 19.
 Robert Brown, 60, Maryland, September 20.
 Thomas Conley, 20, Ireland, September 24.

THE LIFE BOAT



Feb., 1865.]

Published by the American Seamen's Friend Society.

[Vol. 6.—No. 2

Proposition.

We will send the new edition of the *Black Valley Railroad Temperance Document* gratis, to any person who will forward the name of a new subscriber, for the *SAILORS' MAGAZINE*, and the subscription price, \$1, for one year. It is illustrated with a Lithographic Picture, 19 by 20 inches, mounted, in colors, suitable for framing and hanging up in families, schools and public places. This document contains a volume of truth on the subject of temperance, and has led many to leave the "Drunkard's Road to Ruin."

A letter just received at the office of the *Seamens' Friend Society* in Boston says, "An old toper came in on some business the other day, to see one of my partners, a lawyer. He took a look at the Time Table, read it all over carefully, and then turning to the lawyer exclaimed, with an oath, "that's every word true." If I had seen that twenty years ago I should not now be in need of your services, and I advise you to do as I am now going to do, for I have promised that I will never take another ticket to any point on that road," and I am happy to say that so far he has kept his word.

The price of this document is 75 cents. It will be sent by mail to any address, mounted on a roller, for the same. Not colored, 60 cents.

Please forward with the name of the subscriber, a request for the picture, with the address to which it is to be sent.

Ship Library Report.

A SAILOR'S THANKS TO SUNDAY SCHOOLS.

Nos. 984, 985, 986.

U. S. S. S. BROOKLYN,

Boston, Sept. 27th, 1864.

The Libraries under my charge have been read with a great deal of interest by the crew, and they appear to appreciate the kindness of the children who appropriated the books for their benefit. Although the books in the Libraries are a great deal diminished in number, and since we started from Brooklyn, by reason of the action in passing Fort Morgan, yet those remaining are called for continually, and I must add that I, for myself, feel that these books which the children of our Sabbath schools have contributed for the benefit of the seamen, have been the means of blessing, in God's hands, to several precious souls. I wish to return thanks to the children who, in their kindness of heart, have furnished the seamen with the Libraries. They have been the means in a great measure of supplanting that trash called "novels." I find that many of our crew have given up altogether reading novels, and can be

found reading the children's contribution of books. Yes, God will bless them for doing good to the much despised sailor.

It does my heart good to open the Libraries to see the rush that is made for the books. It seems that they all want to be first and none last: yes, although it may seem strange there is no quarrelling among them. God bless and prosper you in your labors, and all the Sabbath schools that are engaged in this blessed work. The children may not think that they are doing good, they cannot see it, but rest assured children, that you are doing a great deal of good. Continue on, and God will prosper you in your callings through life.

LETTERS FROM CAPTAIN'S WIVES.

No. 686.

SHIP T. J. SOUTHARD.

I write to inform you in regard to Library No. 686, placed by you in my care. It has since been in this ship to Acapulco, Chincha Islands, and back to Antwerp.

The books have been read by the sailors, with apparent interest, and I hope with much profit.

We are about starting on a nother long voyage to Rangoon. I am glad to have the Library, and shall circulate the books as much as possible, praying that God will bless the seed thus sown.

May the Heavenly Master bless and prosper the Society that is doing such a great and good work.

Yours respectfully,

E. M. STARRETT.

No. 1093.

Inclosed please find the sum of three dollars, which I wish to contribute to the Seamen's Friend Society, as a thank-offering for the benefit received from the use of your loan Libraries for Seamen. I feel that I cannot be sufficiently grateful to the donors of these libraries for so kindly remembering those who are far away at sea. That the blessing of God may ever attend them and their labors in so good a cause is my sincere prayer. That these books are a great blessing to the sailors, and to all on

board of our vessel, I cannot but feel assured. Although I cannot speak of any immediate conversions as the result of the perusal of these books, yet I feel there is an influence exerted for good, and that the moral character, at least, is improved. I can truly say that I, for one, have found the books to be useful and interesting: indeed, I should hardly know how to spend the Sabbath at sea without them, and I think I express the minds of all our crew when I say that such is their opinion, for whenever I have distributed the books among them they have always been thankfully received, and I think, have been read with interest, and I have no doubt that many good and lasting impressions have been made on their minds, which I hope may finally result in their saving conversion.

Yours, very respectfully.

LYDIA P. MOULTON.

THE SAILOR'S HOME.

San Francisco, Aug. 18, 1864.

Dear Brother in Christ,—We came ashore here two weeks ago, and of course made for the Sailors' Home the first thing. Since I have found the Lord Christ precious to my soul, I can not feel at home without being where Christ is acknowledged to be the Head—where he is loved and respected. God in his kind Providence has cast me among homes and Christian people. It is the greatest blessing that I enjoy. Without the religion of Jesus Christ I do not know what kind of a life I would live. I do think sometimes that I would lose myself in sin and wickedness. But thanks be to God that he ever opened my eyes and showed me that the wages of sin is death, and that he gave me the victory through Jesus Christ. I should glorify him more and more. We had a rough passage last one. A man fell from the fore topsail yard while reefing; he broke his neck. There was *one birth*. A young man about sixteen, I believe, was born of the Spirit—converted to Christ. Give my love to all Christian friends.

From your unworthy brother in Christ.

EDWARD SMITH.

No. 808.

I received a Library from you last spring to carry to the Banks. The books have been very generally read, I think, for the most part, with a great interest, I think they have been almost all read, and some of them have been read through a number of times, I think that there is a great good derived from the influence of a Library on board of a vessel. There is always a great deal of spare time on a fishing voyage, from rough weather, &c., that, if there is a library of good books on board, will be very profitably employed. I know that seamen *will* have something to read, and I bless God that He has put it into the hearts of men to furnish good, religious reading for the sailors.

Sailors like novels, and to offset those which are detrimental to body and soul, they want books that are interesting, that engage the mind, and warm well the heart.

RICHARD W. HARLOW.

No. 1140.

I am happy to say the Library received from you has made a very good progress among our ships company. They are all very eager to read the books, and they take particular care of them. I hope, through the assistance of the Holy Spirit, some of them will be lead to see the error of their ways. We hold prayers twice every Sunday, weather permitting, and I trust in the Lord there will be some good done.

WM. WYLIE.

Chief officer barque Alexandra.

SOULS BROUGHT TO JESUS.

No. 849—Returned in good condition. The books were highly prized and eagerly sought for by officers and crew. Seldom was the Captain seen in his leisure moments without a book from the Library in his hand. He expressed his surprise that Christians had never thought of this plan before. At Havana, the ship was visited with yellow fever and the Chief Mate, Captain and three Seamen died. The books in the library were the only source of Christian counsel on board. They were in special demand, and bear evidence of the faithful manner in which they were used. Souls have

passed to their long homes, cheered, counselled, and pointed to Jesus by these books.

THE MEN EAGER TO OBTAIN THEM.

Library No. 791.

U. S. Str. Vicksburgh.

Thanks for the several packages of books and papers which I have received from you from time to time. I have distributed them among the officers and men. The men are very eager to obtain them. The library is in good condition.

In behalf of the crew of this vessel. I thank you for your kind attentions.

No. 250—Returned from U. S. Gunboat *Penobscot*. Books half gone. Replenished and reshipped from New York for Bolivia.

No. 854—Has returned from its voyage to Labrador. The books have been read with great interest.

No. 239—"I am happy to inform you that the books are read with great interest. I shall ever pray for the scholars of the Sabbath School, and may God bless the children who are so kind as to furnish these good books.,,

U. S. Iron Clad *Kaatskill*,
F. F.

No. 168—On board the ship *Hanson*, bound for Mexico, in good condition.

No. 252—Has been transferred from the *San Jacinto* in good care.

No. 61—Returned from China, and was sent on board the U. S. Steamer *Penguin*. It is now on board the ship *Lydia*. It has done much good, and is now nearly worn out.

No. 282—Was taken from the U. S. Ship *Isaac Smith* by the rebels. It was afterwards recovered and sent on board the U. S. Ship *Vermont*, from which it was transferred to the *Schr. G.W. Nevins*, much worn.

No. 493—Has returned from its fourth voyage in good order, and gone to sea in the Bark *Osprey*, for Genoa.

No. 805—Has been fastened up in the cabin of the U. S. Transport *Archibald*. It has been replenished and left in its place.

No. 274—Has returned from its fourth voyage, and gone to sea in the bark *Trinity* for New Orleans.

No. 487—Has gone to Surinam in the schr. *Royalist*. During its first voyage, it proved to be a great blessing to the crew. Prayer meetings were held and much good done.

No. 403—Has gone to sea on its third voyage in good order.

No. 854—Has returned from its voyage to Labrador in the *Nelly Baker*. Five of the books are missing. Fitted up and sent to U. S. Steamer *Daylight*, in James River. 100 men.

No. 33—Returned to New York, and sent to sea in Bark *Houston*, for New Orleans.

No. 455—Returned and reshipped in the U. S. Transport *Lorret Peacock*.

No. 418—Transferred from ship *Regard* to the brig *Flying Eagle*, for Matanzas, care of the mate. Books much read.

No. 225—Returned in good order. Books apparently much read. Reshipped in bark *Live Oak*, for Matanzas.

No. 278—Returned from India in good condition, and gone to West Indies in schr. *Ocean Bridge*.

No. 158—Returned from its third voyage. "The books have been much read, and have done much good." It has gone to sea again in the bark *Catharine*, for Buenos Ayres.

No. 129.—Old books, all worn out, the case has been filled with Testaments and Tracts and sent U. S. Steamer *Daylight*, in James River: 100 men.

No. 327.—Returned to New York, and reshipped in ship *Hibernia*.

No. 261.—Returned from fourth voyage, and gone to sea in ship *Success*, for San Francisco. 25 men.

No. 120.—Transferred from ship *Sea Lark* to U. S. Sloop of War *Naragansett*, at San Francisco.

No. 92—Has been to San Francisco and Mexico, and returned in the care of a pious sailor.

No. 165—Still on board the U. S. Steamer *Lancaster*. Books much read and prayer meetings continued.

No. 403—Has returned from its second voyage in good condition. Books have been read with interest, and prayer meetings held on board.

No. 487—Has returned from its voyage to California. A Temperance Society has been formed on board, and *eleven* of the ship's crew have signed the pledge of total abstinence from the use of intoxicating drinks.

No. 481—Books have been read by officers and men. Two passengers have read all the books. Much good has been done, and many thanks returned.

No. 134—Went on its fourth voyage from New York to Port-Aux-Prince, Hayti, in good condition.

A Sailor's Frank Confession.

U. S. S. G——.

I have just been reading "The SEAMEN'S FRIEND," but am sorry to say that I cannot reform. I am just about as bad as they make them. I would like to reform if I could. Sometimes I try to behave myself, but it only lasts for a few hours, when some of my shipmates come to me with some wicked words, and then I forget myself, and then I curse and swear as well as any of them. I have but two friends on board the ship who read the Bible. I read it sometimes. I would be pleased with a visit from some of the Society. I am in the Marine Guard.

American Seamen's Friend Society.

REV. HARMAN LOOMIS, } Cor. Secs.
REV. S. B. S. BISSELL, }
MR. SAMUEL BROWN, Asst. Treas.
MR. L. P. HUBBARD, Financial Agent.
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AND } Bible H. Phil'a, Rev. S. BONHOMME.
ADDRESS } 13 Cornhill, Boston, Rev. S. W. HANKS.

Terms of the Life Boat.

THE LIFE-BOAT is published for the purpose of diffusing information and awakening an interest more especially among the young, in the moral and religious improvement of seamen, and also to aid in the collection of funds for the general objects of the Society. It will be sent gratuitously, post paid, to every family from which a contribution is received, and to all persons who act as Collectors for the cause, provided a package of not less than 25 to one address is made up.